

NEW WHEATS  
BRING RICHES  
TO DOMINIONMarquis Adds \$100,000,000  
Yearly to Wealth—Garnet  
Possibilities Are GreatEARLY MATURING  
VARIETIES FEATUREExperimental Farm of Agri-  
culture Department Solves  
Big Problem

OTTAWA, Ont., April 16.—The development of early maturing wheat which can be grown in northern areas of Canada once thought unsuited to agriculture or where risk had been great has added \$100,000,000 a year to Canada's wealth, it is estimated by L. H. Newman, Dominion Cerealist. In a statement prepared for The Christian Science Monitor concerning this achievement of the Canadian Department of Agriculture, he said:

"It is probably safe to say that nowhere in the world has the work of the plant breeder contributed more to national prosperity than it has in Canada. Until the introduction by the Experimental Farm, Ottawa, Ont., of the world-famed Marquis wheat, the western wheat grower had to content himself chiefly with a variety called Red Fife, which, on account of the length of time it required to mature, was very often caught by early frosts. These reduced the grade as well as the yields, almost a complete loss in certain districts.

"Epic in Achievement"  
"When the Federal Experimental Farm System became established in 1886, Dr. William Saunders, its first director, was quick to recognize that the creation of an earlier maturing and, if possible, a higher yielding wheat for the western wheat grower was a matter of paramount importance to him as well as to the nation. The story of the manner in which this problem was attacked, and of the enormously important results which followed, is an epic in Canadian achievement. While numerous new varieties of value were produced in the early years, none of these compared in value with Marquis. Today this variety still stands supreme, although its supremacy in certain districts now hangs in the balance, owing to the splendid showing made within the last few years by such very early maturing cross-bred varieties as Garnet.

"The pedigree of Marquis is of more than passing interest, combining as it does the early maturing qualities of Hard Red Calcutta obtained from India with the good yield and quality of Red Fife which latter is believed to be of Russian origin. Marquis not only matures earlier than Red Fife (about seven days) but it exceeds the latter both in yield, and quality for bread making. On the basis of actual tests made at the Experimental Farms, during the past ten years, Marquis has out-yielded Red Fife by about five bushels per acre. A simple calculation will show that this means added wealth to Canada each year, of probably \$100,000,000.

Ninety Per Cent of Area  
"The introduction of Marquis has made possible the profitable growing of wheat in districts where Red Fife could be grown only at great risk, and almost always with less returns. If at all, for which reasons Marquis now occupies probably 90 per cent of all the spring wheat land of western Canada. There can be no doubt, furthermore, that the availability of this splendid variety has resulted in bringing thousands of acres under the plow and in attracting large numbers of settlers to the 'Golden West.'

"Garnet, the latest introduction referred to above, matures from 14 to 16 days ahead of Marquis, depending on the location. If its yielding power and bread baking qualities which are now being very thoroughly investigated, continue to prove as satisfactory as they have during the past three or four years, a new epoch in the extension and development of the great western wheat belt will be inaugurated."

Site for Beach and Park,  
Gift of Portland Citizen

PORTLAND, Ore., April 11 (Special Correspondence).—Twelve acres of waterfront property, worth approximately \$25,000, have been presented to the city of Portland by a prominent citizen. The strip begins near the west approach of the new Sellwood bridge, in a residence district at the southern edge of the city. It is about the only site left on the Willamette River near Portland which can be converted into a bathing resort and park.

The donor entrusted all negotiations to a trust company, which bought the property and delivered it to the city. The tract varies in width from 100 to 200 feet. There are approximately 12 acres above low water line, eight of which are above the high water line.

KEROSENE PRICE ADVANCED  
CHICAGO, April 16 (AP).—The Standard Oil Company of Indiana has advanced the price of kerosene one cent a gallon throughout its operating territory. The price of gasoline remains unchanged.

Dallas Fare Increase  
to Give Better Cars

Special Correspondence  
Dallas, Tex., April 10  
IMPROVEMENTS and extension of street car lines at an expense of \$1,000,000 will be undertaken at once by the Dallas Railway Company as the result of the granting by the city of an increase in the fare. The present fare of 6c will remain in effect where the patrons purchase tokens at the rate of five for 30c, but cash fares will be 7c.

WOMEN AFFIRM  
FAITH IN COURT  
AND PEACE GOALUphold Civilian Control of  
Defense Policy—Review  
Program in Schools

By MARJORIE SHULER  
ST. LOUIS, Mo., April 16.—Unshaken in its support of the World Court, the National League of Women Voters is prepared to keep its 2,000,000 members in line for the Court in spite of threatened attacks in the United States Senate.

It is behind the United States representatives to the conference in their demand for a concerted reduction in armament. It recognizes the right of civilians to control the military and naval establishments of the United States in peace times. The league's policy for peace at home and abroad was outlined to the annual convention by Miss Ruth Morgan of New York City, chairman of the international relations committee, who called attention to "the struggle going on in several states about the overlordship of the War Department in the field of education."

President Coolidge Quoted  
"The most significant thing to be noted here," she said, "is President Coolidge's speech to the American Legion in Omaha, where he reminded us that civilians, in other words, you and we, were plainly intended by the Constitution of the United States and specifically charged by the constitutions of many states as civilian authorities to control military and naval establishments in peace times in order to avoid real danger to the common welfare."

Miss Morgan referred to the disarmament conference as "the great event of the coming year" and asked for support for the United States delegates.

The women are well trained in work for the World Court and international relations, she pointed out, California having had 75 school institutes and New York 17 county fair exhibits this year. Minnesota and New York World Court literature has gone all over the country, she said, and Michigan has turned in reports of World Court activities by 18 leagues outside of Wayne County.

On the other hand the report of citizenship schools conducted by the league this year shows the World Court down to earth, with the popular subjects discussed, with the topic of political parties at the end of the list in twelfth place.

The list of subjects in the order of their popularity in the 25 State and 96 local schools conducted this year is the United States Constitution, registration and election laws, county government, reorganization of State government, taxation, legislative bodies and centralization and expansion of governmental functions.

Usefulness of Schools  
The usefulness of the schools in forming voters was emphasized in the report of Mrs. Caspar Whitney of Irvington-on-Hudson, N. Y., first vice-president and chairman of citizenship schools. But at the same time Mrs. Whitney deplored the fact that many of the schools have been "amateurish affairs," many of them "hardly more than glorified current

(Continued on Page 4, Column 7)

Did You Ever  
Find Sand  
In Your Spinach?

Tomorrow's  
MONITOR  
Household Page

## Flags of Canada and United States Fly Together in Remote Corner of the World

THE SUMMIT OF THE WHITE PASS  
Marking the Boundary Line Between Yukon Territory and Alaska.COTTON TRADE'S  
GAIN FORESEENMills' Expansion Outlined  
at Boston Meeting of the  
National Association

A message of confidence in the ability of the American cotton industry to increase its business to a new level of prosperity and a word of admonition that such expansion must be gradual and stable rather than inflated was brought to the National Association of Cotton Manufacturers, who opened their semi-annual meeting at the Copley Plaza Hotel today.

Attended by several hundred delegates from all parts of the United States, the conference is being held in Boston jointly with the International Textile Exposition, which closes at Mechanics Building tomorrow.

The executive board meeting of the association this morning was followed by the opening session of the convention this afternoon, at which Sidney B. Paine of the General Electric Company was elected an honorary member.

Honorary Membership List  
He is the fifth in this class of membership, the others being A. Lawrence Lowell, president of Harvard University; Henry Smith Pritchett of the Carnegie Foundation; Edward C. Stokes, former Governor of New Jersey, and John W. Weeks, former Secretary of War.

W. B. MacColl, president of the association, in presenting Mr. Paine with the honorary membership certificate, declared that Mr. Paine has been actively interested in the association since 1875 and that he was elected to associate membership in 1895. "He was awarded the association medal," continued Mr. MacColl, "in the spring of April, 1902, for his paper on 'The Electrical Driving of Textile Establishments.' At the time of the award the association announced that it wished to recognize the value to the mills of Mr. Paine's engineering skill in the practical development of the electrical transmission of power."

Stable Conditions Sought  
In connection with New England's return to an increasingly stable prosperity in its cotton industry it was made known, in one of the association's reports, that more than \$3,000,000 was spent by New England cotton mills in 1925 to purchase new machines, to change their lines of goods and to make additions to their plants in order to meet changing conditions in industry.

Thirty-two New England manufacturers, it was pointed out, have made extensive changes in their mills and 12 of them have constructed extensions. Several thousand spindles and looms have been installed and other machinery put into operation in cotton mills includes needle jacquards, silk-winding equipment, chain warpers, yarn-dyeing machinery and braiders.

The view was particularly emphasized that more advertising is one of the salient needs of the industry, so that the merits of cotton and specialty products may become more widely known.

The convention activities will close tonight with a banquet at which Mr. MacColl and Theodore H. Price will speak.

CENTENARY TO BE OBSERVED  
LONDON, Ont. (Special Correspondence).—The city of London will celebrate its centennial in outstanding fashion during the week of July 31 to Aug. 7. Thousands of visitors are expected. Included in the attractions will be carnivals, concerts, sports and picnics. London is connected by all-paved highway with Buffalo and Detroit.

## All-Canada Supplement

The Christian Science Monitor today consists of four sections, of which three are devoted to an All-Canada Supplement, the contents of which follow:

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Because of the many pages devoted to the Supplement it has been found necessary to omit from the regular section of this issue the feature known as "A News and Comment" and "Household Arts, Crafts and Decorations." These pages will appear tomorrow.

ARGENTINES TO FLY  
FROM NEW YORK TO  
BUENOS AIRES IN MAYPlan to Start on Country's  
Independence Day—Getting  
Airplane in Italy

BUENOS AIRES, April 16 (AP).—The Foreign Office is cabling Honorable Pueyrredon, Ambassador at Washington, directing him to seek the assistance of the American authorities for a flight from New York to Buenos Aires to be undertaken by two civilian aviators, Bernardo Dugan and Eduardo Olivero.

The aviators, who propose to begin their attempt on the Argentine independence day, May 25, have already sailed for Italy to obtain a seaplane of the Savoia type, with which they will embark for New York about May 1.

The proposed route from New York is by way of Charleston, Key West, Porto Rico, Martinique, Trinidad and thence down the Brazilian coast to Buenos Aires. The American airman, Lieut. Walter Hinton, covered the same route as far as Rio Janeiro early in 1923.

VOLUNTARY PAY RISE  
Uninformed employees of the Midland & Boston Street Railway Company have signified their intentions of accepting an hourly wage increase of 2 cents offered voluntarily by the company. At present the employees are receiving 55 cents an hour and the one-man car operators 6 cents. The increase is retroactive Jan. 1, 1926.

WOULD LIMIT  
RAIL MERGINGCanadian National's Head  
Says Personnel Loyalty  
Drops in Big Systems

Questioning the expediency of the extensive amalgamation of railroads, Sir Henry W. Thornton, chairman of the board of directors and president of the Canadian National Railways, contended that separate managements are virtually essential for the maintenance of the necessary personnel loyalty and public confidence, in an address before the assembly luncheon of the Boston Chamber of Commerce today.

Sir Henry expressed the conviction that the requisite co-operation between officers and employees of the larger railroads is especially difficult to achieve in the large, impersonal organization which wide amalgamation necessitates.

Rail Officials Present  
The chamber luncheon today, at which Sir Henry was the guest, was the last of the current series, and was attended by a large number of New England transportation officials.

At the head table, with Sir Henry, was Arthur P. Russell, vice-president of the New York, New Haven & Hartford Railroad; Gerrit Fort, vice-president of the Boston & Maine Railroad; Philip R. Allen, chairman of the Chamber's committee on transportation; N. V. Hawkes, New England traffic manager of the Canadian National Railways; Homer Loring, Eugene C. Hultman, Frank S. Davis, manager of the Maritime Association of the Chamber, and representatives of other transportation interests.

Canadian Immigration  
Sir Henry explained that one of the paramount difficulties of the Dominion railroads is the comparatively small and diffused population, there being only about 9,000,000 in a territory adequate to accommodate more than 100,000,000. He said that the railroads are now making a concerted effort to increase desirable immigration.

Commenting on the report of the Dominion Minister of Finance just delivered in the House of Commons, he showed that the railway situation as affecting the Dominion finances has a much improved and brighter outlook.

In the course of his address Sir Henry paid a high tribute to the record of James J. Storrow as a man whose constructive efforts in behalf of railroads have greatly aided solving many transportation problems.

ZONING APPEAL BOARD  
POWERS TO CONTINUE

The legislative committee on Metropolitan Affairs, with George A. Gilman of Boston, state representative, dissenting, today reported leave to withdraw on the bill of Henry L. Shattuck of Boston, state representative, to limit the powers of the board of appeal of the city of Boston under the zoning law.

The bill grew out of the action of the board in approving the application of parties seeking to erect a hotel at the corner of Arlington and Newbury Streets. The building would be 155 feet high. The zoning law for the district has a limit of 100 feet.

Oil Refineries Turn  
to Coal for Fuel Use

By the Associated Press  
New York, April 16  
BECAUSE of the increased value of fuel oil, the Standard Oil Company of New York is preparing to burn coal instead of oil in a number of its refineries, it is announced here.

HOUSE VOTES  
PAY INCREASE  
TO MR. GOODWINBill Passed to Be Engrossed  
—Keen Opposition Is  
Overcome

By roll-call vote of 85 to 67, the Massachusetts House of Representatives today passed to be engrossed a bill increasing the salary of Frank A. Goodwin, Registrar of Motor Vehicles, from \$5000 to \$6000, in the face of an adverse recommendation and active opposition on the part of the Ways and Means Committee.

Henry L. Shattuck, chairman of the committee, opposed the increase, and pointed to the passage to a third reading, a few minutes previously, of a resolve calling for an investigation of the salaries of all state employees.

Speaking for the bill, Charles Symonds, Representative from Lynn, said that the resolve calling for a general investigation is a mere political subterfuge to defer action, and he said the bill had been submerged in committee for 10 days, waiting until the resolve should be drawn up. Roland D. Sawyer, Representative from Ware, said that introduction of the resolve was an attempt to dodge responsibility, and he urged that the Legislature take what constructive action it can at the present time.

Clarence S. Luitwieler, Representative from Newton, said that the salary increase should be granted because there is no other way in which Mr. Goodwin can obtain a necessary salary increase.

Elijah Adlow, Representative from Roxbury, and generally considered the Governor's spokesman in the Legislature, made what most members felt to be the most significant remark of the debate when, in opposing the increase, he said:

"We can't postpone a general increase in all salaries of public employees much longer. The employees want to be paid, and it is up to them, but it must come through the proper channels."

In view of Governor Fuller's often expressed opposition to activities of the Commonwealth Service Association, a group of state employees, which is urging salary increases, Mr. Adlow's remarks were held to be of great importance.

GOVERNOR SIGNS  
NINE MEASURESOne Authorizes Quincy to  
Borrow \$200,000 Extra

Governor Fuller signed nine bills today. Among them are the following:

Act authorizing the City of Quincy to borrow \$200,000 outside the debt limit for the purchase of a school building erected by the Federal Government during the war.

Act authorizing the city of Leominster to borrow \$50,000 outside the debt limit for school purposes.

Act authorizing the New Bedford Board of Aldermen to require removal of overhead wires throughout the entire city.

Act authorizing electric transmission companies to take land or rights of way of railroad or street railway, by eminent domain, with consent of the railroad or street railway, for electric transmission line.

DRYS REBUT  
WET FIGURES  
WITH FACTSFirst Day's Testimony in  
Senate Hearing Brings  
New Facts to ViewCHURCH COUNCIL  
HAS STATEMENTNew York and Cleveland Wit-  
nesses Say Crime Has  
Been Reduced

Special from Monitor Bureau  
WASHINGTON, April 16.—The dries used their first real day before the Senate Prohibition Committee to refute figures and statements previously introduced by the wets.

Dr. Haven Emerson of Columbia University said that as a member of the Society of the Relief of the Poor in New York City he did not think that crime, due to prohibition, had increased. This was in reply to questioning by James A. Reed (D.), Senator from Missouri.

Dr. Emerson had produced charts and figures from the vital statistics of the City of New York to show that conditions had greatly improved since prohibition.

In reply to a question by Senator Reed if there had not been an increase in the use of drugs, Dr. Emerson replied:

"On the contrary, I think there has been a considerable decrease in the use of drugs."

Mrs. Helen H. Green, a member of the City Council of Cleveland, O., testified that there is less crime in Cleveland today than before prohibition.

"I know what I speak of," she said. "I have sat on benches with judges. I have been in jails and tenement districts."

"Our young people," she said, "are neither so bad nor so reckless as pictured."

The Rev. William I. Haven introduced a long statement from the Federal Council of the Churches of Christ in America, covering the stand of the council on prohibition and its history from the beginning.

Two Sessions Daily Planned  
The dries intend to go through with their program as promptly as possible, and, to that end, both morning and afternoon sessions will be held as originally planned.

There was no sign of massing of women as marked the high tide of the Law Enforcement Conference here earlier in the week, but a great many more appeared than could obtain admittance to the big hearing room, men and women representing a sort of cross section of the citizenry of the country, who gave evidence of realizing the seriousness of the attack that is being made upon the Constitution and the prohibition enforcing law and the importance of making a united stand against it.

They were amply supplied with facts for the committee. The wets have constantly emphasized the point that they furnish facts, not sentiment. Their opponents are willing to meet them on the ground of facts, and add thereto the sentiment of millions of persons who want the law to be enforced so that the alleged facts of the wets regarding law violations shall be wiped out.

If the opponents of the prohibition enforcement are so concerned over the deplorable results of drinking, they can easily remedy them by joining hands with those engaged in law enforcement and give them their support, one of the witnesses pointed out. Until they do this the suspicion of their aim will not down.

The personnel of the committee holding the hearings has been revised. Because of the necessary continuance absence of Rice W. Means (R.), Senator from Colorado, Frederick H. Gillett (R.), Senator from Massachusetts, has been appointed to fill his place, and John H. Harrell (R.), Senator from Oklahoma, has been named as chairman.

Wet Failure in Canada  
At the opening of the session, T. J. Walsh (D.), Senator from Montana, who has been absent for a few days, was present and read into the Record several newspaper items from Canadian papers relating the failure of governmental control of liquor in Canada.

The Rev. Dr. William I. Haven, representing the Federal Council of the Churches of Christ in America, was the first witness. Dr. Haven submitted a declaration adopted by the administrative committee of the council at a meeting held April 9. The statement was signed by Rev. Dr. S. Parkes Cadman, president, and the Rev. Charles S. MacFarland, general secretary, the committee on prohibition and temperance and a delegation of 61, representing the Federal Council of Churches of Christ in America, at the Senate hearings.

Attached to the statement was a resolution from the Chicago Church Federation, adopted by the executive committee of the federation, April 14. Dr. Clifford W. Barnes, president of the federation, was leader of a delegation present at the hearing.

The Rev. Mr. MacFarland read a personal message from Dr. Cadman, who was unable to be present at the session, owing to the delay to the proceedings that resulted when the wets were being heard.

Lee W. Beatty, superintendent of the Madison Square Settlement, was next called.

"In pre-prohibition days it was



necessary for us to furnish mothers and children with clothes and food," Mr. Beatty said. "We don't have to do that today. There used to be scores of saloons in my district. Today there are banks and haberdasheries there. There is not a 'speakeasy' in my neighborhood. Before prohibition we had a fresh air farm. Now we find our families renting their own cottages on the seashore."

"To show the spirit of exaggeration about home brew, I called on a parishioner of mine, a good Christian lady, who began to tell me about home brewing and that things were worse than before prohibition. 'Every home on the block is brewing liquor,' she said. So I visited every one of the 93 homes in that block and found not a single case of home-brewing."

"From the beginning of its existence the Federal Council of the Churches of Christ in America has been unequivocally committed to the policy of prohibition," asserted Dr. Haven on behalf of the council. "When the first meeting of the council was convened in Philadelphia in 1908, bringing together the official representatives of 30 denominations, a message dealing with the problem of the liquor traffic declared that 'it is right to preach the gospel of abstinence for the individual it must be right to include in our message every possible persuasion to total prohibition as the attitude of the State toward the traffic in strong drink.'"

**Position Constantly Reaffirmed**  
"During the following years this position was repeatedly reaffirmed and at the quadrennial meeting of the council in St. Louis in 1916, action was taken urging that an amendment providing for national prohibition be submitted."

"Year after year in their highest legislative assemblies, by overwhelming majorities, the churches had registered their deep conviction that the traffic in liquor must be abolished. Not a single denomination has expressed a contrary judgment within recent history."

"Since the adoption of the National Prohibition Act, the Federal Council of the Churches has continued to sustain it. At every annual meeting of the legislative committee since that time this position has been vigorously maintained. This again was a definite reflection of the attitude taken by the various denominations separately. At the quadrennial meeting of the council in Atlanta in 1924, it was declared that it is the present-day duty of the moral citizenship of the Nation to 'make unmistakably clear to both the lawless buyers and the lawless sellers of intoxicants that the liquor traffic has been permanently outlawed in the United States as the enemy of society.'"

**Proofs of Laws Shown**  
"In 1925 the research department of the council published a report on

1. Who is working his way through college by taking in washings?  
2. What is the latest evidence of the vanishing line of party politics?  
3. Who was known as the children's poet?  
4. What day of the month is observed by Tennessee club women as "At Home Day"? Why?  
5. Should children be served first at stores?  
6. What methods have quickened interest in the study of Latin?

These Questions Were Answered in  
**Yesterday's MONITOR**

**THE CHRISTIAN SCIENCE MONITOR**  
Founded 1908 by Mary Baker Eddy  
AN INTERNATIONAL DAILY NEWSPAPER  
Published daily except Sundays and holidays, by The Christian Science Publishing Society, 107 Palm Street, Boston, Mass.  
Subscription prices: One year, \$5.00; six months, \$2.50; three months, \$1.25; one month, 50c. Single copies, 5c. (Printed in U. S. A.)  
Entered at second-class rates at the Post Office at Boston, Mass., U. S. A. Acceptance for mailing at a special rate of postage provided for in section 1103 of Act of Oct. 3, 1917, authorized on July 11, 1918.

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the prohibition situation which clearly indicated that national prohibition, although it has not yet had an adequate trial, has produced incalculable social gains, and that it merits the most energetic support in order that the social policy which it represents may be given an opportunity of completely demonstrating its value.

**Would Mean Return of Saloon**

"The proposal to modify the Volstead Act so as to permit the sale of wine and beer presents insuperable objections. It would make enforcement more difficult. It would inevitably mean the return either of the saloon or something equally undesirable."

"The one path of advance is for all good citizens personally to observe the law and to support the great enterprise, born of the idealism of the people, of completely ridding the nation of as demoralizing a business as the liquor traffic has always proved itself to be."

"Least of all should our prohibition law be changed in response to the cry of those who by their own disrespect for the law are preventing it from receiving a fair trial or who, because of their special interest in the return of the liquor traffic, are artificially stimulating an agitation for changing our present law."

**Better Conditions in Cleveland**  
The next witness, Mrs. Helen H. Green, member of the City Council of Cleveland, O., declared that better enforcement and not modification was desired by the people of her community.

"In spite of great increases of foreign population and Negroes in Cleveland we have less crime in Cleveland today than before prohibition," Mrs. Green said. "I know what I speak of. I have sat on benches with judges. I have been in jails and in tenement districts."

"Cleveland has a dry mayor. Also a dry city manager. Our young people are neither so bad or reckless as pictured. The worst things I know today, learned as a child, juvenile delinquencies in Cleveland have reduced, this in spite of great increases of population. In 1918 there were 2847 boys and 655 girls brought into juvenile court."

"In 1925, in spite of 300,000 increase in population, there were 1098 boys and 621 girls brought to court. There is vastly less drunkenness in Cleveland today than before prohibition. In 1919 there were 51,204 taken in for drunkenness. In 1923 there were 18,314; in 1924, 19,279, and in 1925, 23,523. There are very few people seen drunk on the streets of Cleveland."

"Before prohibition we had our sunrise courts and our Monday morning courts. Today we have one judge's desk with drunks, and he always is through by 3 o'clock in the afternoon."

**Her Children Not "Flask-toters"**  
"I am firmly convinced that the attitude of parents and grown-ups influences the actions of young people. I am the mother of six children and neither they nor their friends are hip-flask toters."

"I am also a citizen of Ohio. Ohio is dry and the last time we voted on prohibition Ohio went dry by 170,000. We have a dry Governor and the people of Ohio do not want modification. Of that I am sure."

"How much was this wet Republican for Governor defeated by?" asked Senator Reed.

"Senator," he replied, "I can't remember. But it was terrible." Senator Reed pursued another tack: "As a matter of fact," he asked, "taking your own figures, the difference from 1917 to 1925 show that there have been an increase in prosecutions. Does that argue to you that there has been an increase in drunkenness?"

"No, sir," said Mrs. Green, "increased vigilance. Before, the policeman turned his head when he saw a drunkard. Now he arrests."

**Improvement in New York City**  
Dr. Haven Emerson, Columbia University, submitted charts and statistics he had prepared from official vital statistics of the city of New York. This showed marked improvement in conditions since prohibition.

"The diminution of the use of alcohol is the greatest factor in the matter of adequate food, housing and clothing of the worker's family," Dr. Emerson said.

Senator Reed: "Crime has increased, has it not, in New York?" Dr. Emerson: "I am not a criminologist. But I have been a member of the Society for the Relief of the Poor for many years and I don't believe that crime has increased due to prohibition."

Senator Reed: "Well, better industrial conditions, necessarily reduced crime?"

Dr. Emerson: "I don't know about that. A drunken man has no better chance for a job now than before prohibition."

Senator Reed: "There has been an increase in the use of drugs?" Dr. Emerson: "On the contrary, I think there has been a considerable decrease in the use of drugs."

Senator Reed: "There is rigid law enforcement?"

Dr. Emerson: "Yes, sir. Very splendid enforcement of the anti-drug laws."

## Old Earth Ready for Plunge Into Great Swarm of Meteors

What May Be Remnants of Ancient Comet, Which Astronomers Have Named the Lyraids, Strew Course of Planet About This Time Each Year

CHICAGO, April 16 (AP)—This old earth which has brooked no interference with the even tenor of its course through untold centuries will renew acquaintance tonight with what may be the remnants of a comet that went to pieces ages ago.

But, as in every year in the past, the mundane sphere will calmly go about its business as if nothing at all had happened. For the curious inhabitants of this planet, however, there will be a display of fireworks in the sky as the periodic swarm of meteors known as the Lyraids enter the earth's atmosphere and are consumed.

The lyraids, which appear every year between April 16 and 22, with the greatest prototypical display on the 21st, received their name from the fact that they appear to radiate from the direction of the constellation of Lyra, which contains the brilliant star Vega.

The best view of the meteors may be obtained by watching the northeastern sky during the evening hours. Meteors are mere dust-like particles of matter speeding through space, generally in clouds or swarms. It generally is believed that they are remnants of comets that have disintegrated. When the meteoric dust becomes trapped by

the earth's atmosphere, the friction produced by its passage through the air heats it to incandescence.

Since the meteoric swarm pursues a regular orbit around the sun the earth can meet it only when its own orbit cuts this path. The encounter, therefore, must always happen on or near the same day of the year, except as the time the meteoric orbits shift their positions on account of perturbations.

Probably the most remarkable of all meteoric showers was that of the Leonids on Nov. 12, 1833. The number of meteors at some stations of observation was estimated as high as 100,000 a hour for five or six hours. "The sky was as full of them as it ever is of snowflakes in a storm," one witness noted.

In response to an inquiry made at the Harvard Observatory today Prof. E. S. King said that the meteor shower proceeding as a result of the lyraids would be visible in the neighborhood of Boston if it were visible anywhere.

Professor King said that practically no month in the year was without some meteoric display, many of which went unobserved because they were not of great size. Such displays occur according to a cycle which is scheduled in the observations.

**INCREASED RAIL RATE ON MILK DISCUSSED**  
Representatives of New England milk producers, New England railroads, milk distributors in the Boston market and officials of the New England Council, met in the Federal Reserve Bank today to discuss the proposed 20 per cent increase in the rate of milk transportation by rail in New England.

The conference took the form of an informal discussion, the sole purpose of which was to enable those most concerned to discuss directly the matter at issue between the New England Council and the railroads. The New England Council called the meeting in view of the fact. John S. Lawrence, president of the New England Council, presided at the conference. A definite agreement had not been reached when the meeting adjourned at 1 o'clock.

**PARTIAL BOYCOTT ANNOUNCED**  
PROVIDENCE, R. I., April 15 (AP)—Members of the Housewives League of Providence will use potatoes three days a week and substitutes other days, according to a statement issued today by Mrs. Philip H. Mitchell, president. Mitchell urged all families of the city to unite against high prices for the potato, which now sells for \$8 for a two-bushel sack.

**EVENTS TONIGHT**  
Concert by advanced students, New England Conservatory of Music, Jordan Hall, 8:15.

Annual meeting of the Park Street Club, Emerson Club, 2 Commonwealth Avenue, dinner, 5:30.  
Address: "The Future of the Registration Card," by Sir John Adams, address by Capt. Gilbert Frankau, author and publisher of London, Twentieth Century Club, dinner, 6:30.  
Concert, Huntington Avenue Branch, Y. M. C. A., 8:15.

Textile exposition, Mechanics Building, 10 to 10.  
Bazaar, Grand Chapter O. E. S. of Massachusetts, Horticultural Hall, 10 to 10.

**Theaters**  
Castle Square—"Abie's Irish Rose," 8:15.  
Copley—"The Rotters," 8:15.  
Hollis—"Seventh Heaven," 8:15.  
Keith—"Audience," 8:15.  
Plymouth—"William, Judge in 'The Judge's Husband,'" 8:15.  
Repertory—"The Wild Duck," 8:15.

**Photoplays**  
Majestic—"The Big Parade," 2:15, 8:15.  
Colonial—"Ben Hur," 2:15, 8:15.

**EVENTS TOMORROW**  
Address: "The Future of the Registration Card: The Essential Link Between School and Life," by Sir John Adams, address by Capt. Gilbert Frankau, author and publisher of London, Twentieth Century Club, dinner, 6:30.  
"Brer Rabbit," seventh annual play by Lead-Hand-Dramatic Club of Greater Boston, Jordan Hall, 8.

Exhibition of winter photographs at Appalachian Mountain Club, 5 Joy Street, continuing through May 1.

Exhibition of American textiles, presented by Boston Chamber of Commerce, Boston Art Club, 11 to 6, continuing through April 17.

Exhibit and entertainment, "Child Life in Japan, Women's Educational and Industrial Union, Perkins Hall, 4:30 to 5:30 and 8 to 9 p. m., continuing through April 17.

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46 GAINSBORO STREET, BOSTON  
Groceries, Delicatessen, Meat, Fish, Poultry, Bakery, Vegetables  
Everything to Eat  
We Deliver Everywhere  
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"We appreciate your patronage."

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HIGH CLASS TAILORING  
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One of the Largest Retailers of Meats in America  
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137 Harvard Avenue ALLSTON  
76 Monroe Street LYNN  
NEWBURYPORT  
44 State Street  
256 Essex Street SALEM  
250 Cabot Street BEVERLY  
7 Market Square, Amesbury  
6 High Street, Danvers

F. Sullivan, representing the Metropolitan Planning Board; Bentley Warren, representing financial interests; James Brown, representing the Boston & Maine Railroad; Stanley W. Parker, representing the Boston Planning Board; Fitz Henry Smith, representing the Boston Chamber of Commerce, and Henry Lonsdale, West End political leader.

For the past week or 10 days, legislative observers have conceded that in its first form, or anything closely resembling it, the loop highway stood very little chance of passage. Despite the fact that it had the support of strong Boston organizations, it was reported that Mayor Nichols and Governor Fuller were emphatically in opposition.

Moreover, members of the Legislature from other parts of the State, and even from cities and towns surrounding Boston, opposed the loop highway, and in the face of such objections, it was not expected to pass.

However, with the presentation of a compromise plan, the situation changed greatly, and many predict that a bill involving the expenditure of less money and fewer takings of property stands a very good chance of passage.

**MUSIC**  
**Harvard Glee Club**  
The Harvard Glee Club, G. Wallace Woodworth, acting conductor, gave its final concert of the season in Symphony Hall last night, assisted by Frieda Hempel, soprano.

The club sang an Improperia by Telemann's "Out of the Depths," William Byrd's "Sacred Song," Morley's "I Go Before, My Darling," Weekes' "On the Plains, Fair Plains," the Hymns to Agni, Indra and Manas from Holst's "Rig-Veda," Saltarelle by Saint-Saens, Tchaikovsky's "Moths," "Moscow," Grieg's "La Garde Passe," from "Les Deux Avares," and Handel's "Let Their Celestial Concerts All Unite," from "Samson."

The club under Mr. Woodworth performs with all the characteristic excellences to which we have become accustomed through the ministrations of Dr. Davison. The absent leader left his organization in safe hands. The assaults of the Philistines on its high ramparts have been vain. No "rush" disgraces its programs. There is vitality aplenty, but it is used for no claptrap ends. The old virtuosity persists. The accent is the chief thing, as always. One may feel that perhaps this strong pulse is at times too much in evidence. Yet it is so well applied that it seems ungracious to question whether it is subordinate in every instance to musical expression.

Fervor animated the conveyance of the religious numbers. A charmingly fancy illuminated old Weekes' playful picture. The hymn to Agni was impressively done. If the hymn to Indra was a bit rushed, all the remaining items were turned off

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Old-Fashioned Spoons, Tea Sets, Porringers, Cups—Repaired or Matched  
**BROWN JEWELRY CO.**  
5 Pleasant Street, Newburyport, Mass.

**WEATHER PREDICTIONS**  
U. S. Weather Bureau Report  
Boston and vicinity: Partly cloudy and warmer tonight; Saturday fair and somewhat colder in afternoon or night; strong southwest wind shifting to northwest late tonight.  
New England: Cloudy and warmer, probably light rain or snow Saturday fair and somewhat colder; fresh to strong southwest winds, shifting to west and northwest.

**Official Temperatures**  
(8 a. m. Standard time, 75th meridian)  
Albany City . . . 24  
Atlantic City . . . 44  
Boston . . . 44  
Buffalo . . . 26  
Calgary . . . 26  
Chicago . . . 42  
Cincinnati . . . 42  
Cleveland . . . 42  
Denver . . . 48  
Detroit . . . 42  
Eastport . . . 30  
Galveston . . . 54  
Hartford . . . 56  
Helena . . . 46  
Jacksonville . . . 64  
Kansas City . . . 46  
Los Angeles . . . 60

**High Tides at Boston**  
Friday, 2:13 p. m.; Saturday, 2:25 a. m.  
Light all vehicles at 6:56 p. m.

**National and Foreign Flower Service**  
**Symphony Flower Shop**  
at your service  
240 Huntington Avenue, Boston  
Tel. Back Bay 8941, 8238

**The Emphasized Bible**  
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Complete or in 4 volumes  
New Hampshire Bible Society  
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**The Reed Laundry**  
Launders  
Concord, New Hampshire  
PORCH & WINDOW BOXES  
HANDSOME & SUBSTANTIAL  
WOODEN BOXES  
FINISHED IN  
DARK GREEN  
STYLE A—  
\$2.75 EACH 5 PAIR  
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FREE DELIVERY  
IN EASTERN STATES.  
CL. HARLOW, WOLLASTON, MASS.

**Escorted Trips**  
Check (✓) places you want to see  
**Yellowstone**  
**Colorado**  
**Glacier**  
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**Alaska**  
I'll tell you cost and details.  
**Burlington Tours**  
Efficiently Managed  
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Tear out this ad and mail to:  
A. B. Smith, Passenger Traffic Manager, Burlington Traffic Bureau, 31 St. Paul, Minn.  
Your Name and Address Here:  
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256 Massachusetts Avenue B. B. 0059  
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Face of Rump, best stew beef for roast . . . 32c lb.  
Best Kidney Lamb Chops . . . 59c lb.  
Choice Rump Steak . . . 65c lb.  
Short Legs Best Young Lamb (whole or half) . . . 38c lb.  
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Specialists in COATS  
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Fourth and fifth floors.

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White Goods, Knitted Goods, Stockings, Sports Jackets, Shawls  
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IN PARIS  
PROMPT SERVICE  
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**Reliable House for Gowns, Coats and Evening Wraps, etc.**  
All Kinds of Fur Garments  
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**DRESSMAKER**  
Afternoon & Evening Dresses  
Costumes & Mantles  
SPECIALITY—RIDING HABITS  
Mannequin Parade every day at 5 p. m.  
**nicoll**  
29-31 Rue Tronchet, Paris, France  
Near the Madeleine Church  
PARIS, FRANCE  
**G. Trimouille**  
Civil & Sporting  
Tailor  
252 Rue St-Honore, 1st Floor.  
**SLEATOR & CARTER**  
High Class Tailors  
**CUT COURTESY COMFORT**  
11 RUE DES PYRAMIDES, PARIS  
(Late Avenue de l'Opera)  
**The Beauty of Cut and Distinctive Lines**  
For Which Our Tailored Garments are So Noted  
Find Equal Expression in Our More Formal Gowns  
**Amy Linker**  
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refined, and gives evidence of a complete understanding of these masters. This very refinement on Mr. Goding's part hampers him somewhat in the playing of music which does not contain that quality. In Donizetti's C major Rhapsody and De Falla's Pantomime (surely much overrated, this De Falla, but musical Spain must put her best foot forward) he was somewhat less at home, there was less surrender on his part to the music, but this speaks rather in his favor than otherwise, for it still further proves his essentially refined musical nature.

**TAXPAYERS PROTEST CITY ASSESSMENTS**  
Alexander Whiteside and George R. Grantham, trustees of the estate of Patrick McAleer; the L. E. Waterman Company; Emma L. Street, and Charles W. Rowell, property owners of Boston, have petitioned the Supreme Court for writs of certiorari to quash an order of the board of street commissioners of Boston, of March 4, 1926, in which the commissioners assessed as betterment the following respective sums: \$72,351, \$21,875, \$7812, and \$9890. These betterments are assessed for the alleged improvement of their property caused by widening Province Street, between Bromfield and School Streets.

The petitioners protest the street commissioner's action on the claim that it was illegal since the assessments were not made within six months after the completion of the work as required by statute.

**Howard Goding**  
Howard Goding, pianist, gave a recital last night in Jordan Hall. He played pieces by Ravel, Auric, Schumann, Franck (Prelude, Fugue and Variation), Bach, Scarlatti, Debussy, Dohnanyi, De Falla and Albeniz.

Surely this was a program, perhaps not to test the mechanical dexterity of the pianist, but to test his adaptability to various schools and styles of music. Nor was this program designed merely to display the pianist's talents. It was a program to hold the musical interest of the hearers and of pleasing informality, for it was not "instructive." It was a program such as Mr. Goding might play in impromptu fashion for a group of his music-loving friends.

Each recital given here by Mr. Goding has so far marked a distinct progress on his part. Last night's was no exception, and it is pleasant to record again the steady gain which he is making toward a high musical ideal. Nor is progress alone to be noted; much achievement is already there. In certain styles of music Mr. Goding is already a master. No more satisfying interpretation of the music of Schumann, Franck and Debussy than his of last night might be demanded by the most fastidious. It is rarely sympathetic, mellowed and

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The Best in Clothing and Furnishings for Men and Boys. Visit our new department for Ladies. One of a kind in dresses and coats.

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Wonderful assortments of the latest styles in  
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## DIRIGIBLE NORGE REACHES RUSSIA

After Feeling Way Through the Fog, Airship Is Housed in Hangar

LENINGRAD, April 16 (AP)—After having been lost in the fog for the better part of 17 hours on a voyage from Oslo, Norway, the big Italian-built dirigible Norge arrived at the Trosk airfield near here at 8:30 o'clock last night and was safely housed in the hangar. Throughout the day representatives of the Government, the foreign consuls in Leningrad, members of social organizations and a crowd of peasants from surrounding villages waited for the arrival of the airship.

When it did not make its appearance early in the day as had been anticipated, a squadron of Soviet airplanes flew out continually in an endeavor to find it. The difficulty of efforts to establish radio communication with the Norge and the unfavorable meteorological conditions caused some anxiety for her safety. At one time the airship was far out of her course over the Baltic Sea.

"The weather was when we departed from Oslo at 3:15 o'clock Thursday morning," said one of the members of the expedition. "But soon a dense fog gathered over the mountains between Norway and Sweden. To avoid needless risk, Commander Nobile, vice-chief of the expedition, and Lieutenant Riiser-Larsen, one of the commanding officers, decided to shape the course of the airship to Oslofjord, and from there to fly direct to Trosk."

"At sunrise a dense fog surrounded us. It was impossible to discern where we actually were. Attempts at astronomical observations were futile. When the fog banks dissipated somewhat we were flying over the Baltic Sea about 1500 feet high. We mistook some land we observed for Finland territory and directed our course toward the south in order to reach the Gulf of Finland."

"While going at about 37 miles an hour at 3:15 o'clock in the afternoon we perceived a railway station and brought down the airship to about 300 feet to observe the name on it. To our astonishment it proved to be Vaski, a frontier station between Estonia and Latvia. From Vaski we followed the railroad tracks and arrived at Trosk, where, with the aid of 300 Red soldiers, the Norge was brought down in the darkness at house."

"Give me a warm room," were the first words of Commander Nobile as he stepped out of his gondola. This was ear, since apartments had been prepared for the members of the expedition in the former imperial Gatchina Palace. On their arrival at the palace, tea was served. A round of festivities was arranged for the officers during their stay in Leningrad.

It has been stated that the Norge will remain in Leningrad about a fortnight before proceeding to Kings Bay, Spitzbergen, the base from which the Amundsen-Ellsworth polar flight will be started. Roald Amundsen, leader of the expedition, and Lincoln Ellsworth of New York, co-director, are now on the way to Kings Bay where a hangar is being prepared for the reception of the Norge.

While the Norge remains here a number of Russian engineers will assist the Italian pilot to replace the present motors of the airship with three new engines for the final flight to Spitzbergen. While awaiting Amundsen's final instructions, Commander Nobile will deliver a lecture concerning the attempt to fly across the North pole in the Norge. He will have auditors members of the Leningrad Institute of Engineers.

The Trosk airfield is a relic of the Great War. It has been recently improved by the Red military authorities. Trosk is 23 miles from Leningrad. It was formerly known as Gatchina and was renamed Trosk in honor of Leon Trotsky.

**Russia Claims Lands**  
By Special Cable

MOSCOW, April 16—Simultaneously with the arrival of Captain Amundsen's dirigible at Leningrad, the Soviet Government has published a decree claiming possession of all islands and other lands lying in the Arctic Ocean between the northern shores of Russia and Siberia and the North Pole, excepting only those territories which the Soviet Government has already recognized as belonging to other powers. It is asserted in official circles that a precedent in international law exists for this action, since England put forward similar claims regarding the antarctic regions in 1923 and 1924. It is felt here that Russia with its vast polar possessions has a very direct interest in any possible future development of the polar air routes.

**COLES RIVER BRIDGE APPROVED**  
WASHINGTON, April 16 (AP)—The War Department today approved the application of the Massachusetts Highway Commission to construct a bridge across Coles River at Swansea, Mass.

**Yachtsman & Co.**  
140-142 W. 72nd Street, New York

**Bennett Brothers**  
Diamonds Bought and Sold for Cash. Take your Old Watches and Jewelry to Bennett Bros. Expert Watchmakers and Jewelers.

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## BERKSHIRES TO OPEN PUBLICITY CAMPAIGN

PITTSFIELD, Mass., April 16 (Special)—In fulfillment of publicity plans formulated by the Berkshire Conference, millions of invitations will be sent to people all over the United States to visit the Berkshire Hills this summer. The campaign will start May 1 and will be carried on until fall through the media of newspaper and magazine advertising, booklets, circulars, posters, letter seals, etc.

## NEW WIRELESS DEVICE ADOPTED

Shipping Convention in London Discusses Lifeboats Needed on Board Ships

By Cable from Monitor Bureau  
LONDON, April 16—The Shipping Convention here discussing the question of "Safety of Life at Sea," denounced the Board of Trade ruling that where boats did not provide 75 per cent accommodation for passengers, then more boats must be used. Sir Norman Hill said that the presence on board of boats which could not be used was nothing but a peril. The number of effective boats which ships could carry must be controlled by the length of the ship's side, and every boat must have its own davits. Piling boat on board which could not be used only magnified the danger. One immediate essential was the provision of light handy rafts, which have often been used and proved most effective.

W. A. Souter, British delegate giving a summary of the situation regarding wireless telegraphy at sea, announced the official adoption of a device whereby the whole basis of the wireless operation of ships would be altered.

This, The Christian Science Monitor representative was informed, consisted of a device operated by anyone not having technical wireless knowledge. A wireless operator going off duty puts the device in circuit, after which anyone can operate and a wireless distress signal is sent by a bell rung on the bridge and in the operator's cabin.

Regarding flag discrimination, the conference passed a resolution "Drawing the attention of the League of Nations to the failure of the great majority of signatories to ratify the Maritime Ports Convention passed in 1924, as a prompt acceptance was essential to the interests of commerce. On the subject of oil pollution, it was announced that the United States was taking steps to convene an international conference."

## Y. W. C. A. OF WHEATON ELECTS NEW OFFICERS

NORTON, Mass., April 16 (Special)—Miss Marie Jensen '27, Worcester, will next year head the Wheaton Y. W. C. A. It was announced today by Miss Helen Stone '26, Athol, the retiring president. Miss Jensen has occupied successively the positions of treasurer and vice-president of the organization. She was chairman of the 1926 Silver Bay Conference, which will this summer bring together students from all the colleges of eastern United States at Lake George, N. Y.

Other officers of the association, made known today, are: Vice-president, Miss Eunice Smith '28, Norwich, Conn.; secretary, Miss Altie Webb '28, Auburn, Me.; treasurer, Miss Dorothy Thayer '29, Providence, R. I. Miss Smith who was treasurer this year, will represent the Wheaton Y. W. C. A. at the Milwaukee conference soon to be held. Miss Webb was song leader of her class in 1925 and is this year assistant director of the college choir.

## PAPERS ARE FILED BY KENNEBEC SHERIFF

AUGUSTA, Me., April 16 (AP)—Henry F. Cummings of Manchester, high sheriff of Kennebec County, against whom charges of inefficiency were sustained by the Governor and Council last week, has filed papers for renomination in the Republican primaries in June.

Ora A. Witham of Clinton is the only candidate for nomination against Sheriff Cummings, although the time for filing papers will not expire until midnight next Monday.

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## SOVIET-REICH PACT DISCUSSED

Paris Sees in It an Indication of an Alternative to the League Policy

By SISLEY HUDDLESTON  
By Special Cable

PARIS, April 16—Diplomatic conversations actively pursued for several weeks by the chancelleries have resulted in Germany's acceptance of the proposal to send a delegate to the commission which will study the composition of the Council of the League of Nations. Between Aristide Briand, French Premier, and Dr. von Hoesch, German Ambassador, there has been a full exchange of views. It is understood that the permanent seat on the Council which was promised Germany remains at its disposal. Polish claims to a seat do not appear any longer to be an obstacle.

France is scarcely prepared to insist on permanent seat and Germany is not absolutely opposed to an elective seat. Yet the German thesis is generally against the enlargement of the Council, and it would seem that if the Spanish and Brazilian pretensions are satisfied, Germany will be free to withdraw its candidature for membership in the League. It would not require much to upset the whole scheme of Geneva and Locarno.

**Anti-League Campaign**  
After the vigorous anti-League campaign, following the recent check and after the renewed Russo-German rapprochement, which is a counter-insurance, it is clear that echoes of opposition to the League can be heard in South American states, Baltic and Scandinavian countries. Spain, which is discontented, and Italy, which is developing huge ambitions not altogether compatible with the objects of the League.

The task therefore is delicate, and the work of the commission will be watched with exceptional interest. Germany has made it clear that it is anxious to maintain entire liberty of action if anything is done contrary to the implied promise at Locarno. There were explicit pledges given at Locarno, but there were also implicit bargains, and in the German view it was implicitly agreed that the Council of the League would not be packed against it, or counterweights introduced. Unfortunately Brazil reserves the right of veto until the end of the year, and therefore it is always possible that even though Germany does not withdraw its candidature, Brazil will again block its path.

**An Alternative Indicated**  
It is precisely at this moment that an alternative to Locarno and the League policy is indicated in the Russo-German negotiations for a new Rapallo Treaty. Certainly some perturbations are felt in diplomatic circles, for M. Briand, defending the Locarno Pact recently, declared in the Chamber of Deputies that it had the special merit of separating Russia from Germany and preventing the formation of a rival European alliance.

This assertion is now called into question. Germany still hesitates between Russian and the Western system. The interested governments are exchanging views, and it is hoped in some quarters that an intimation will be made to Berlin that the new Russian treaty is not compatible with the conceptions of Geneva and Locarno.

Nevertheless, in spite of the excitement, The Christian Science

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## The News Told in Pictures



Monitor representative holds the opinion that the attempt to create a complete antithesis, a positive contradiction between Locarno and the new Rapallo pacts, is misleading—that Berlin doubtless is using the negotiations with Russia as a mild menace to compel the Allies to accept German domination on the League commission.

## Germany Now Admits Treaty Planned With Russia

By Special Cable  
BERLIN, April 16—Despite previous general denials, it is now admitted here that a new treaty is being prepared between Germany and Soviet Russia, but the Foreign Office categorically declares that nothing will be done that would violate the Constitution of the League of Nations or the Locarno agreement. The Conservatives, in the meantime, are trying to encourage the Reich to free itself from the influence of the western powers, declaring that it will never receive its freedom from the powers who burdened it with the Treaty of Versailles. They point to the intrigues at Geneva, the unchanged conditions of the occupied territory, the new Polish-Rumanian Treaty against Germany, France's continued co-operation with Poland, revealed again by J. Paul-Boncour's

visit to Warsaw as evidence that no good will come from the west.

Cordial German-Soviet relations, moreover the Conservatives say, will be valuable should Locarno suffer shipwreck this summer. Many Germans, including some Conservatives, however, doubt whether the present time is ripe to conclude a treaty with the Soviets. Georgi Tchitcherin, as is known, has been pressing the Locarno conference was discussed to give Moscow a guarantee that Germany would not permit itself to be drawn into any anti-Soviet alliance when once a member of the League of Nations. Dr. Gustav Stresemann, Reich Foreign Minister, however, was unresponsive when Mr. Tchitcherin visited Berlin on the eve of the Locarno conference. Dr. Stresemann, competent observers here believe may now be hoping to exercise pressure on the western powers to make concessions to Germany by threatening closer co-operation with Soviet Russia. These observers, however, also believe that the Reich cannot be over-anxious to work hand in hand with Moscow in view of the difficulties it has been having with that country in the past.

**ANGLO-PERSIAN OIL**  
LONDON, April 16—It is reported in Vienna that Anglo-Persian Oil Company has abandoned drilling for oil and natural gas in Hungary, not renewing its contract with the Hungarian Government.

## MAINE IS BUILDING MANY SCHOOLHOUSES

AUGUSTA, Me., April 16 (Special)—A considerable number of new schoolhouses were voted for at the recent town meetings held in Maine and according to Dr. A. C. Thomas, the state commissioner of education, if the present rate of progress is maintained the State's school-building program will be completed within the next four years, which will mean that there will be available to every pupil in this State a modern, well-equipped building. This is the goal which Dr. Thomas has been striving to attain since he has been at the head of the public school system.

## NIGHT TRAFFIC SQUAD PLANNED

In expectation of record night summer traffic, Herbert A. Wilson, commissioner of the Boston Police Department, is directing the formation of a night traffic squad numbering 75 men which is to be marshaled for active duty about June 1. New legislation permitting the department to recruit 300 new men made it possible for the commission to direct the formation of this new traffic division, which is to be composed entirely of experienced officers and men under the general charge of Captains Hoppe and Lafe of divisions 20 and 21. The hours of duty of the new traffic squad will be from 6 p. m. until 1 a. m.

## MEXICAN POLICY TO BE DISCUSSED

SPRINGFIELD, Mass., April 16 (Special)—In conjunction with the spring meeting of the New England Association of Colleges and Secondary Schools, a luncheon of the Connecticut Valley branch of the Foreign Policy Association will take place at Hotel Kimball at 1 o'clock on Saturday afternoon, April 24, with Dr. Kenneth C. M. Sills of Bowdoin College presiding.

## PRAYERS ASKED IN COAL CRISIS

Archbishop of Canterbury Intervenes in British Situation—Ministers Anxious

By Cable from Monitor Bureau  
LONDON, April 16—The coal trade peace hangs in the balance. The Archbishop of Canterbury has called for prayer in the churches for a "just and peaceful issue." Sir William Joynson-Hicks said here last night that "there is greater anxiety now amongst ministers than during the war. Then they had the Nation behind them, but today the Nation is not united to burst this terrible dark cloud."

Nevertheless the Prime Minister, Stanley Baldwin's negotiations with the miners' leaders yesterday showed all the parties have the good will for a settlement, though the differences separating them still are unbridged. The main difficulty is now that the miners' leaders find themselves unable to consider a wage revision, which the Government and owners hold essential. Hope is still placed, however, in next Tuesday's joint conference of all the three parties.

The fact is that the miners' living conditions are so low that discontent with them is general, the housing being especially bad, and only 8000 of the 1,000,000 miners who descend the collieries daily having the opportunity of a bath at the pithead. "Let the Government and the owners," the Nation and Athenaeum today says in this connection, get "down to facts and they will find out where the shoe is pinching."

## BRITISH TO VOTE ON PRESS BILL

Government Approves Purifying of Newspapers as Regards Court News

By Cable from Monitor Bureau  
LONDON, April 16—The Government has decided to allow a free vote upon the clean press bill which is before the House of Commons for the second reading, and the Home Secretary, John Simon-Hicks, supports it, subject to the right to move amendments in the committee stage. This much-needed measure is to strengthen the law against the dissemination in newspapers of what is morally objectionable in cases under trial in the courts. It has been drafted only after endeavors failed to get the British newspapers as a whole to agree to a common course of action, which would make such legislation unnecessary.

It has been strongly opposed, but public opinion is coming round to its support. The Morning Post, for example, describes it as an "admirable beginning to a reform too long delayed." Now, therefore, the Government has approved its object, its prospects of enactment are good. It is known as the Joint Proceedings Regulation of Reports Bill.

It has behind it representatives of all parties, J. Robert Clynes, James A. Thomas speaking for Labor, Sir John Simon and Walter Runciman for the Liberals, and Robert C. Bourne, Sir Evelyn Cecil and Guy M. Kindersley for the Conservatives. It was introduced first in 1925 and again in 1924, but failed to reach the second reading. It was passed by the House of Commons last year but today is the first time it has come to the second reading in the House of Commons.

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## CANADA WOULD REDUCE DUTIES ON AUTOMOBILES

Finance Minister Proposes  
Large Cuts on Cars From  
the United States

OTTAWA, Ont., April 16 (AP)—Canada proposes to reduce the duties on imported automobiles. The duty on automobiles valued at not more than \$1200 retail, on motor trucks and on motorcycles, is reduced in the budget submitted to the House of Commons by the Finance Minister, J. A. Robb, to 20 per cent on the general tariff. The former rate was 35 per cent. This general tariff applies to imports from the United States. On automobiles worth more than \$1200 at retail there is a reduction under the general tariff to 27 1/2 per cent. To Canadian automobile manufacturers, a drawback of 25 per cent of the duty paid on materials used will be paid, provided at least 50 per cent of the cost of the finished vehicle is produced in Canada. The budget proposals have still to be approved by Parliament.

OTTAWA, Ont., April 16 (Special)—"Four years of prudent administration, good crops and greater production at home, improved conditions and increased purchasing power abroad, enable me today to present a financial statement as encouraging to Canadians as must be gratifying to all interested in the progress and development of Canada," said J. A. Robb in the course of his speech. Among the most interesting features was the announcement of a return on July 1 next of a 2-cent rate of postage, the 3-cent rate having been in force since April 1915; an estimated reduction on taxation for all classes of \$25,000,000; substantial reductions in income tax, further exemptions and reductions in the sales tax and the wiping out of the receipt tax; reduction in the automobile tariff; a favorable trade balance of \$402,695,000—the greatest since the post-war period; and a surplus of \$22,353,000 toward the reduction of the national debt over all services.

**Favorable Balance Reported**  
Referring to the public debt which stood at \$2,417,497,695 on March 31, 1925, Mr. Robb said that with the estimated ordinary revenues for the present fiscal year totaling \$376,500,000, and the expenditures only \$342,390,000, there would be a favorable balance in the fiscal year ending April 30 of \$34,110,000. Mr. Robb drew the attention of the House to "the remarkable development which has taken place in Canada's trade" during the last year, increasing \$260,000,000 to a total of \$2,255,534,452, and the exports, including imports by \$420,000,000, or an increase over the previous year of \$284,000,000. He was particularly pleased, he said, with the source of this expansion of trade, over 90 per cent of the favorable balance being accounted for by exports. This, he considered ample vindication of the government's present trade policy, "and shows that our efforts should be increasingly directed towards the cultivation of trade within the Empire and with countries favorably disposed towards commercial intercourse with Canada."

**Few Tariff Changes Proposed**  
Apart from certain modifications to meet the requirements of the West Indies and other trade agreements, few tariff changes are proposed. After Jan. 1, 1927, the benefits of the British preferential tariff shall apply only to goods conveyed direct without transshipment into a port of Canada. Exemptions from the income tax for married persons, and from \$4000 for married persons, and from \$1000 for single persons. The tax on \$4000 income will be reduced from \$80 to \$20 and on higher incomes proportionately.

**Canadian National Railways**  
Mr. Robb announced that the annual statement of the Canadian National Railways would show for the fiscal year earnings of \$23,000,000 in excess of all operating and income charges, exclusive of interest and that the financial assistance rendered them by the government had been limited to only \$10,000,000. He referred in closing to the

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"plague of gloom," that has been unnecessarily hampering the growth of prosperity in Canada. "This has been overcome so all statistic compilations which mirror the year to year business of Canada prove it. Canada today is steadily growing more prosperous; there is less unemployment; the influx of settlers is growing; and with a hopeful spirit manifesting itself throughout Canada from coast to coast the year 1926 is full of promise."

## HAYS UTILITIES BILL IS PASSED

Requires Attorney-General  
to Represent Public at  
Rate Hearings

By means of what members called the bill of "plague of gloom" action at yesterday's session, but Mr. Hays, by calling the attention of the House to the strong public disapproval which still surrounds the telephone rate issue, and insisting that unfavorable action on his bill would mean applying a coat of official whitewash to the decision on telephone rates, won a favorable vote, 101 to 93. Perhaps his greatest strategic stroke came when he obtained roll-call vote, through which members of the House had to go on definite record on the rate increase controversy.

Leverett Saltonstall, Representative from Newton, House chairman of the Committee on State Administration, opposed Mr. Hays in debate and said that the bill would provide no solution to the problem. There are two branches of the public, he said, the consumers and the stockholders, and he maintained that the Attorney-General would have to safeguard the interests of one or the other. He saw in the bill a one-sided opportunity for men with political ambitions to further their interests. If a counsel is needed in rate hearings, special attorneys may be employed, he said.

James J. Twombly, Democratic Representative from South Boston, opposed the bill on the grounds that it does not go far enough, and would be worse than no bill; Arthur F. Blanchard of Cambridge, Maynard R. S. Clemons of Wakefield, and Andrew P. Doyle of New Bedford spoke in opposition; Ezra Clark of Brockton and Roland D. Sawyer of Ware praised the bill and said that it is the last opportunity the Legislature has to wipe out the Act of the Public Utilities Commission. On an oral vote the bill appeared overwhelmingly defeated, but Mr. Hays sought and obtained a roll-call, in which his bill won by 8 votes.

## YALE DIVINITY SCHOOL TO HOLD CONVOCATION

NEW HAVEN, Conn., April 16 (Special)—The Divinity School of Yale University will hold its seventeenth annual convocation from Monday, April 19, to Wednesday, April 21, inclusive. In connection with the convocation the Lyman Beecher lectures on preaching will be given by the Rev. Raymond Calkins, pastor of the First Congregational Church, Cambridge, Mass.; the Nathaniel W. Taylor lectures on theology by Prof. Albert C. Coe of Columbia University, and the Dwight H. Terry lectures on "Religion in the Light of Science and Philosophy" by Prof. William Ernest Hocking of Harvard University. The annual lecture will be given by Prof. Hugh Hartshorne of Columbia University, a graduate of the Yale Divinity School in 1911.

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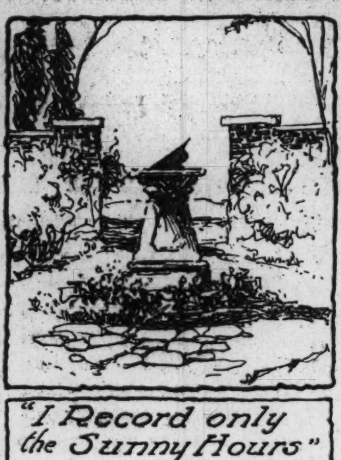
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WALL PAPER—LINOLEUMS



Prince Rupert, B. C.  
Special Correspondence.

THE Princess Louise docked there one bright morning carrying a large number of tourists. On the bulletin-board was a notice that the vessel would stay for one hour and 30 minutes in order to enable the passengers to see the town. Among the tourists was a lady who embraced the opportunity to call on a friend. The meeting at her watch she saw that the vessel it was so short, the lady took her leave. With eyes fixed on the road ahead, the little footpath leading over the cliff to the dock was passed unnoticed.

After some minutes of sharp walking the fact that a mistake had been made dawned on her, and glancing at her watch she saw that the vessel was due to leave at exactly the time indicated. Running into a near-by automobile repair shop, she said to the occupant, who was working on a car, "It is 11:30, and my boat is now due to leave the Canadian Pacific Railway Dock." The man immediately threw down his wrench and ran to a Ford.

The tourist jumped in beside him and away the car went round the corner of the zig-zag road leading to the quay—arriving just seven minutes late. But for once the boat had been delayed, and the seamen were now about to raise the gangplank. "How much do I owe you?" inquired the passenger. "Nothing at all," replied the driver in kindly Scottish accent, "you have caught your boat."

**WHO shall be first?** It is the world's most popular question. It rises unbidden in the human breast. It is asked oftenest by those least able to answer it.

Toward the close of the making of the All-Canada Supplement of The Christian Science Monitor, which is published in succeeding pages of this issue, the need arose for an appropriate title for Charles G. D. Roberts, who had contributed an article. Poet and author he is, but his standing called for something more explanatory. Roberts was in the far west of Canada, and could not be reached for advice. The Monitor turned then to Bliss Carman, another contributor, whose title it had already selected, and wired him asking what would be a suitable one for Mr. Roberts.

The position of Mr. Carman and Mr. Roberts in the literary world is unique. They are the two outstanding literary figures of Canada. Incidentally they are cousins and lived near each other in youth. Their literary careers have gained them international fame. The Monitor asked Mr. Carman for a title for his great literary compeer. The answer came back swiftly. It was this: "Strongly propose for Roberts 'foremost Canadian poet and man of letters.' This is only accurate."

## INDUSTRIAL PROGRESS TRACED IN CAMBRIDGE

More than 600 representatives of Cambridge's manufacturing and mercantile interests, at a dinner held in the Walker Memorial Building of

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WALL PAPER—LINOLEUMS

the Massachusetts Institute of Technology last night, celebrated the city's industrial growth in the last 10 years and took stock of its accomplishments. Under the auspices of the Cambridge Chamber of Commerce, recently organized, the dinner will be repeated annually.

Frederick W. Dallinger, formerly Representative and president of the new chamber, presided, and made the opening address, in which he comprehensively sketched Cambridge's civic and industrial history. Arthur M. Free, Representative from California, described national legislation as it affects business men.

Other speakers were Benjamin A. Franklin, vice-president of the Strathmore Paper Company who spoke on "Forward-Looking Aspects of Industry and Commerce"; Governor Fuller, who was present but a short time and extended the well wishes of the Commonwealth to Cambridge; and Mayor Edward W. Quinn, who spoke on "The City of Cambridge."

## STONE & WEBSTER, INC., PURCHASES NEW HOME

Stone & Webster, Inc., has purchased for their headquarters the Massachusetts Trust Building at Franklin, Federal and Devonshire Street. The sale is said to have involved approximately \$5,000,000. As part of the transaction, property which the Stone & Webster Company had acquired at Killy and Water streets, having an assessed valuation of \$1,000,000, was conveyed to the Atlantic National Bank.

The Massachusetts Trust Building was erected by the John Hancock Life Insurance Company approximately 15 years ago. The exterior is of Milford pink granite. The interior is finished in Parvaneza marble and San Domingo mahogany. There are eight passenger elevators banked on both sides of the main corridor. The sale was made through the office of W. J. McDonald, Trustees of the Massachusetts Trust Building are: Edgar R. Champlin, Fred P. Hayward and W. J. McDonald. Hayes & Road will have charge of the new building for Stone & Webster, Inc. Stone & Webster will start moving into the new headquarters this summer. Part of the structure will be leased.

## ANOTHER B. & M. FAST TRAIN FOR PORTLAND

The Flying Yankee, a new fast train between Boston and Portland and return, by way of Lawrence, Haverhill and Lowell, will be established by the Boston & Maine Railroad on Monday, April 26, as a companion service to the Pine Tree Limited. Leaving the North Station at 8 a. m., Eastern Standard Time, and out of Portland on the return trip at 3:15 p. m., the Flying Yankee will make the run of approximately 110 miles each way in two hours and 45 minutes.

**GOBELIN TAPESTRY PRESENTED**  
SAN DIEGO, Calif., April 10 (Special Correspondence)—The new Fine Arts Gallery in Balboa Park has become the owner of a Gobelin tapestry, through the munificence of a donor whose name is not announced. The tapestry was made about 1680, and was formerly in the Axel Beakow collection, which has been shown in the Royal Academy of Fine Arts in Stockholm.

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MRS. ARCHIBALD C. JORDAN

## D. A. R. OF STATE EXCEEDS QUOTA

More Than \$100,000 Pledged  
Toward \$1,825,000 Wash-  
ington Building

Pledges exceeding the \$100,000 quota for the Daughters of the American Revolution of Massachusetts toward the building of a \$1,825,000 auditorium in Washington, by the National Society, were reported by Mrs. Archibald C. Jordan of Winchester, Mass., state chairman of the D. A. R. Auditorium Building Committee, at a meeting of the national committee in Washington, today.

In addition, when Mrs. Jordan left Boston Wednesday night to attend today's meeting, she carried with her pledges for 40 chairs for the auditorium at \$150 each and a pledge to furnish one of the 48 boxes representative of the states of the Union which are to be a distinguishing feature.

The outcome of today's meeting will be reported at the thirty-fifth continental congress of the national society, which is to open in Washington on Monday, April 19, the anniversary of the day when the first gun was fired in the American Revolution. Headed by Mrs. James C. Peabody of Boston, state recent, delegates and other members of the D. A. R. going to the convention from Massachusetts will number 200. John Russell Pope, architect of New York City, has drawn sketches of the proposed auditorium in a design that is symbolic throughout. Thirteen massive columns, one for

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each of the original states, will hold aloft a colonial portico at each of the three entrances. The auditorium itself has been planned to seat more than 4000 persons. The center of the floor is to be flat with the wings on three sides raised in the shape of a horseshoe, giving the place the appearance of a great stadium. In addition to her duties as state chairman of the bonding committee, Mrs. Jordan will be chairman of tellers at the national convention.

## MAYOR WILL ADDRESS MASONIC CLUB MEETING

Mayor Malcolm E. Nichols, Past Worshipful Master of Abenior Lodge, A. F. and A. M., will be the guest of honor at the Boston Square and Compass Club and will address the club at its regular weekly meeting and entertainment tomorrow evening.

Invitations have been extended to the following city officials who are members of the Masonic fraternity: Charles G. Keene, president of the Boston City Council; Walter E. Wragg, Horace Guild, Frederic E. Dowling, Robert G. Wilson Jr., all members of the Boston City Council. Also: Charles T. Harding, street commissioner; Frank L. Brier, city treasurer; Fred E. Bolton, deputy assessor; Frank Seiberlich, election commissioner; Frank S. Deland, corporation counsel; William S. Kinney, institutions commissioner; Herbert S. Wilson, police commissioner; Warren F. Freeman, city expert; George L. Fickett, superintendent fire alarms; Allen J. MacDonald, fire chief; Harry M. Hebard, fire chief; Arthur B. MacConnell, police captain, Station 1; Perley S. Skilling, police captain, Station 2; H. W. Goodwin, police captain, Station 4; John S. Anderson, police captain, Station 14; Perley C. Kneeland, police captain, Station 16; Luther C. Greenleaf, schoolhouse commissioner; W. L. Terhune, president of the Boston Square and Compass Club, will preside.

## BILL WOULD EMPOWER COLLEGE'S TRUSTEES

Legislation to define the authority of the trustees of the Massachusetts Agricultural College, and designed to make them more independent of the authority exercised by the State Commission on Administration and Finance, was advanced to its third reading yesterday in the House of Representatives.

The bill has been urged strongly for more than a year by trustees and alumni of the institution. In debate yesterday Miss M. Sylvia Donaldson, Representative from Brockton, said that the bill is aimed at the State Department of Education, and establishes a dangerous precedent. The college, she said, receives more than \$1,000,000 from the State annually, and should be definitely connected with one of the State departments. Fred D. Griggs of Springfield, Leverett, Saltonstall of Newton, Elisha Hooper of Buckland, Alfred W. Ingalls of Lynn, and Joseph Martin of Marblehead urged passage.

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## WOMEN VOTERS RENEW PLEDGE TO WORLD COURT AND PEACE GOAL

(Continued from Page 1)

topics lectures." Illinois, Minnesota, California, Connecticut and Massachusetts, which had the greatest number of state schools, were commended for their programs and Mrs. Whitney announced that "the crying need is to evolve the simplest of simple one-day programs built around our league ideas, purposes and plans, to be used in localities and by groups where there is not the machinery for an elaborate institute."

The World Court was emphasized as a successful piece of national legislation advocated by the league in the report of legislative achievements presented by Miss Adele Clark of Richmond, Va. The league has spent \$136,000 this year, according to the report of Miss Katharine Luddington of Lime, Conn., treasurer. Miss Elizabeth Hauser of Girard, O., gave her annual report as secretary. Mrs. George Gellhorn gave the welcome of St. Louis to the convention, and Mrs. Ernest G. Mott of San Francisco, Calif., director of the seventh region, made the response for the national board.

## Get-Out-the-Vote Campaign

The 1926 get-out-the-vote campaign will be waged under a skeleton program submitted by the national organization from which each state will be asked to work out its own plan. Eight fundamental points in the national program were presented to the convention by a preliminary committee headed by Mrs. Whitney, as follows:

Stressing the importance of the primaries, conventions and caucuses. Holding candidates' meetings which among other things act as a direct stimulus to the development of issues.

Employment of questionnaires which are reasonable in tone and discreetly used.

Becoming acquainted with the state election laws and making digests thereof.

Holding voters' schools, which include demonstrations of the machinery of voting.

Knowledge of the literacy laws and tests in states where a literacy law exists.

Working for permanent registration, shorter ballot and other measures recommended by the efficiency in government department.

Aiming to reach eventually the youth of our public schools.

**Biennial Convention Voted**  
The delegates voted to have biennial conventions in the future with council meetings in the intermediate years and to add two vice-presidents to the national board.

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## Hasty Pudding Club's Play Vividly Paints Colonial Days

Premiere of "1776" at Club Theater at Cambridge  
Greeted With Enthusiasm—Smith College, Recess  
Trip and Boston Performances to Follow

Reminiscent of the elaborate program last summer marking in Cambridge the 150th anniversary of General Washington's taking command of the American forces, and the unforgettable presentation of the Lexington pageant, the 1926 Hasty Pudding Club show, "1776," picturing events current at the Harvard of those colonial times, was presented for its first public performance at the club theater in Holyoke Street last evening before an enthusiastic audience.

It set upon the stage, completely and with humor, yet with deliberate and authentic flavor the historically significant incidents which made their impress even upon Harvard.

Those were days when the college yard was a "campus" and when colonial squire and dandy moved picturesquely and decorously through ways where no hurry had encroached, where horns and sirens did not shriek, but where, by the activities of certain lively ones among the students, the customs which were woven inextricably in

the fabric of Harvard history were originated. Perhaps it was in 1776 that the professor of rhetoric received permission to keep a cow on the Harvard campus.

The plot of "1776" involves a spy and a beautiful lady and an undergraduate unhappily enamored of a figure of the stage. There are twists and turns, alarms and excursions, but everything comes out happily in the end.

The second performance takes place this evening in the club theater, tomorrow evening there will be one at Northampton before a Smith College audience, which will be followed by a week's spring recess trip, westward mainly and the engagement will close with a performance, a fortnight hence, at the Hollis Theater.

The cast:

George Washington.....F. M. Eaton, '27  
Maj. Bannard.....G. Higginson, '27  
Capt. Hylber.....G. R. Leighton, '27  
Andrew Craig, Esq.....J. M. Gates, '27  
Baron von Steinhilber.....F. Dexter, '28  
Aaron Suggs.....C. S. Gross, '27  
Ichabod Crane.....C. S. Gross, '27  
Shirley Dashwood.....W. S. Wilson, '27  
Mrs. Craigie.....C. F. B. Lyon, '27  
Sergt. Scudder, the Minute Man,.....R. H. Sanger, '28  
Priv. Brady, the Minute Man,.....N. S. Hesse, '27  
Priv. Connor, the Minute Man,.....W. C. Harris, '28  
Mose.....R. P. O'Neill Jr., '27  
Capt. Schuyler, Staff Officer,.....C. D. Coady, '27  
Lieut. Aldrich, Staff Officer,.....H. B. Jackson, '27  
Maj. Lee, Staff Officer,.....N. B. Lee, '28  
Lieut. Van Rensselaer, Staff Officer,.....R. MacFadden, '27  
Capt. Stark, Staff Officer,.....R. D. Mann, '27  
Lieut. Haywood, Staff Officer,.....L. Wallingford, '28  
Girls of the Sewing Circle are: W. Adams, '28, R. L. Pruyn, '27, S. W. De Rham, '27, J. O. D. Rosecrans, '27, T. W. McArthur, '28, B. A. G. Thorndike, '26, M. B. Wells, '28.

## Winsome Girl Chorus of Harvard Men in Annual Play, "1776"



Left to Right—J. O. Rosecrans, B. A. G. Wornidke, R. T. Pruyn, M. B. Wells, W. W. Adams, and S. W. De Rham.

## CHAMBER NOMINATING COMMITTEE ELECTED

Election of a nominating committee to select candidates for the board of directors of the Boston Chamber of Commerce to be voted upon at the

## OPINION ON ZONING ORDINANCE SOUGHT

Haverhill Appeals Board in Doubt as to Authority

HAVERHILL, Mass., April 16 (Special)—Whether the board of appeals, created under the zoning ordinance, has a right to prohibit the establishment of a filling station in a business district after the City Council has voted to grant the location, was an issue voted yesterday at the first hearing held by the board since it was created.

The principal remonstrants against the location of the filling station at the corner of Main and Arlington Streets are the prudential committees of the First Baptist and the North Congregational churches. While the powers of the board of appeals are broad and it is admitted that in cases where a petitioner fails to produce a building permit the board does not feel that it has the right to change the zoning districts in any specific case and prevent a petitioner from erecting a building which the city council, the body which created the board of appeals.

The city solicitor has been asked to give an opinion and until the opinion is given the board will take no action.

## NO RADICAL CHANGE IN SHOES FORECAST

Women's Footwear to Be in Four Main Types

HAVERHILL, Mass., April 16 (AP)—No radical style revisions in women's footwear are proposed this year, Everett Bradley, president of the New England Shoe and Leather Exposition, made this announcement today on his return from a joint style conference in New York attended by representatives of the National Boot and Shoe Manufacturers' Association and the National Shoe Retailers' Association.

The outlook for the turned shoe business never was brighter, Mr. Bradley said. On the subject of styles, he said:

"In women's footwear, patterns will be confined to four main types, straps, oxfords, higher cut gores and pumps. Lasts will conform to the present type of medium round toe. Heels vary according to the type of shoe. Materials will be patent and tan leather, satin, colored and black kid, calf and suede, with novelty leathers, reptilian and others, for trimming."

## Frocks That Make An Irresistible Appeal

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## Mt. Holyoke Group to Summer in Baltic University Centers

Fourteen Girls, Picked as Representative of Student  
Body, Will Sail for Bremen in June—Late in Trip  
Will Join Other American Students at Geneva

SOUTH HADLEY, Mass., April 16 (Special)—Fourteen Mt. Holyoke students are planning to visit university centers in the Baltic states this summer, as guests of the European student unions, in response to the invitation extended by the International Confederation of Students to the American colleges to send 400 American students, of which only 14 should come from any one college—to spend the summer in different university centers in Europe.

So numerous were the applications at Mt. Holyoke for a place on this trip that the party has been limited to seniors and to a small committee of underclassmen who will report to the student body of next year on the details of the trip, and will plan return hospitality for European students if they wish to visit American colleges in turn. The students finally chosen were picked for their qualities as representative of the student body of Mt. Holyoke.

Members of Party  
The seniors are: Elizabeth Rowley, 2d of Erie, Pa., the student chairman of the expedition; Louise Baker of Sioux City, Ia., S. D.; Helen Driver of Melrose Highlands, Mass.; Elizabeth Gude, Newark, N. J.; Katherine Hook, Canton, O.; Marion Joyce of New York City; Alice McLean, Shippenburg, Pa.; Elizabeth Stubbs, Wilmington, Del. The underclassmen are: Dorothy Boylan, '27, Kalamazoo, Mich.; Marietta Cassels, Glencoe, Ill.; and Dorothy Gleason, '28 of East Orange, N. J.

Helen Davis of Hudson Falls, N. Y., who graduated last year, and who is now assistant to the director of the press bureau at Mount Holyoke, will also accompany the party. Mrs. Sydney Greenbie, director of publicity at Mount Holyoke and assistant professor of English, will go with the students as leader and faculty representative.

In addition, two freshmen, Julia Boring of Pittsburgh, Pa., and Harriet Rapalje of Flushing, L. I., have been chosen to represent Mount Holyoke on the all-college party which will go up the Danube to Constantinople, visiting universities and university students all the way, and which plans to spend a week at the fifth annual student conference of the International Student Service at Karlovid.

This party of 20 students, men and women, under the leadership of the field secretaries of the Open Road, the American representatives of the International Students' Union, in charge of the party, a number of American colleges—each college being allowed to nominate no more than two candidates for this trip. Two Mount Holyoke seniors, Grace Chase of Concord, N. H., and Mary Mervin of Hartford, Conn., are going with the Wellesley party, which will visit universities in Central Europe.

## RAINBOW INSTALLATION

Miss Virginia Jerguson, daughter of Mr. and Mrs. Philip A. Jerguson, prominent in Eastern Star circles, will be installing officer for the installation of officers of the new Rosendale Assembly, No. 16, Order of installation of officers of the new Rosendale Masonic Temple tonight. Miss Jerguson is Grand Charity of the Grand Assembly, and will be assisted by Miss Louise Schworm, Grand Chaplain, as installing marshal, and Miss Ina Hanson, Grand Nature. The work will be under supervision of Mrs. Lulu H. Gobrecht, Supreme Deputy of the Order for New England.

## Leave Late in June

The Mount Holyoke party will leave New York for Bremen on June 19 on the steamer of the North German Lloyd Line. After visiting university centers in Sweden, Estonia, Latvia, Lithuania, Baltic Germany and Poland, the party will join other American and European students, parties at the International Students' Camp just outside of Geneva. Here a large and well-equipped school building has been turned over to the visiting students from all over the world. A week will be spent in discussion of international affairs, especially those of interest to students—serious

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## FRENCH STUDY PLAN OF SMITH APPROVED

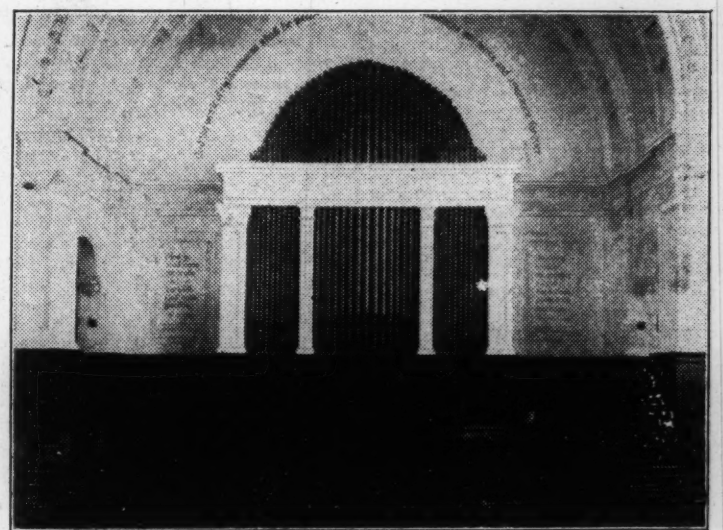
Dr. Neilson Declares It Is a  
Distinct Success

NORTHAMPTON, Mass., April 16 (AP)—Smith College girls studying in France this year "have done a great deal to lay the foundation for a better reputation for the American student," according to Dr. William Allan Neilson, president of the college.

Speaking at the first chapel exercise he has conducted since his return from Europe, President Neilson reported distinct success for the "French study plan" of Smith College, being tried out this year. The chief purpose of his trip, President Neilson said, was to see the result of this experiment, whereby a group of students, majoring in French, are sent to spend their junior year studying at French universities.

"The American student who goes for a year to study in Paris has a bad name," President Neilson said, "not because he is a bad boy or a bad girl, but because his attendance at lectures is too often perfunctorily crowded in between dances and teas. But your colleagues in Paris are doing us credit; they have started a tradition which as far as I can see ought to go on. One reason why I went over there was to find out whether or not we ought to send any more students. I am convinced that we should. The experiment has been a distinct success."

## The Magnificent Organ in First Church of Christ, Scientist, Atlanta, Georgia



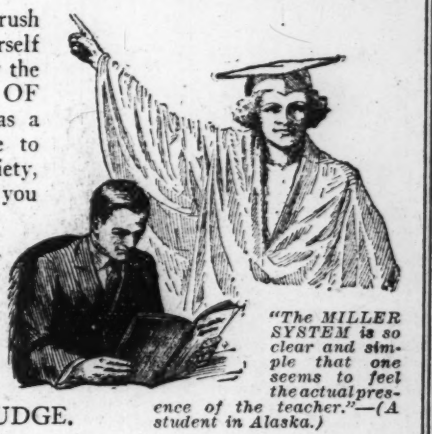
This magnificent organ, recently installed in First Church of Christ, Scientist, Atlanta, Ga., is attracting wide attention because of its nobility of design and its rich, religious character of tone.

The House of Pilcher, which for more than a century has enjoyed an enviable reputation for designing and building church organs of superior tone character and unusual wearing qualities, prides itself for having been selected to design and build this great organ, for a church of such prominence.

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Does your English embarrass or betray you?  
Do you know when you make mistakes?  
You cannot afford not to know your own language

## Do You Say—

—in "kewry" for "inquiry," address for "address," coupon for "coupon," press for "preference," convert for "conversion," epitome for "epitome," acclimated for "acclimated," program for "program," hyphen for "hyphen," all as for "alias," oleomargarine for "oleomargarine," grimy for "grimy," comparable for "comparable?"

## Do You Say—

—between you and I; a raise in salary; a long ways off; a setting hen; let's you and I go somewhere; these kind of men; that coat sets good; he don't know as he can; a mutual friend; the bread raises; providing I go; one less thing; where will I meet you; he referred back to me; we are having friends for dinner?

## Can You Pronounce

Foreign Words Like—  
—Mauve, cello, bourgeois, lingerie, décolleté, faux pas, hors d'œuvre, maraschino, Fascisti, Bolshevik, Reichstag, Ypres, Il Trovatore, Thais, Paderewski, Ysaye, Nazimova, Galli-Curci, Goethe?

## Do You Know When

To Use—  
—sits or sets, laying or lying, frank or further, drank or drunk, for or whom, I or me, lunch or luncheon, affect or effect, council, counsel or consul, practical or practicable, admittance or admission, shall or will?

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## The Three-Cornered Cape Stamp Revived for South African Union

Italian Postal Authorities Issue Series in Memory of St. Francis; Virgil Also to Be Honored

THE introduction of new stamps for the Union of South Africa has been under consideration for some time past, and now the series has begun to make its appearance. The values issued are the 1/2 penny, 1d. and 4d., all three in different designs, and the 4d. stamp has already been the subject of considerable comment—favorable and otherwise.

The adoption of an issue for all British South Africa except Rhodesia in 1913 dispensed with the separate issues for Natal, Orange River Colony, the Transvaal and the Cape of Good Hope, and the King's head series for the Union has been in use for over 12 years.

The new stamps were placed on sale on New Year's Day, and all three have been printed in London, the 1/2d. and 1d. values topographed by Waterlow & Sons and the 4d. line-engraved by Bradbury, Wilkinson & Co. The two low values are printed in sheets of 240, with the stamps with inscriptions alternately in English and Dutch. In the case of the 4d. value, which is in sheets of 60, the English and Dutch sheets are printed separately. The paper used for the 1/2d. and 1d. stamps has the springbok watermark, the paper for the 4d. stamps shows the springbok sideways.

**Table Bay**  
The design for the 1/2d. value is the springbok's head—the crest of the Union—and on the 1d. the vignette is described as an ancient warship entering Table Bay. By her hull and rig she is a seventeenth century ship, but whether Dutch or English is uncertain, perhaps the nationality of the vessel is intended to remain something of a mystery. Neither of these great sea powers of the old days can claim to be the first to rival in Table Bay. Long before the ships of the Dutch East India Company put in there on their way to and from Batavia the ships of Portugal sailed into what came to be known as "the watering place of Saldanha." It was Antonio de Saldanha who named Table Mountain, and a hundred years afterward the Dutchman, Joris van Silbergem, adapted the name for the bay. The Portuguese were the first in South Africa, from the time when Bartholomew Dias with his little ships, searching for a road to India, raised a cross at Angra Pequena and another on the islet in Algoa Bay. We still call it Santa Cruz. Then he called a bold headland the Cape of Storms, but King John II renamed it the Cape of Good Hope.

**Triangular Stamps**  
The 4d. stamp of this new series is pale gray-blue, and impudently, a replica of the 4d. triangular stamp with the emblematical figure of Hope which was designed by Mr. Charles Bell, the Surveyor General, at the Cape, over 70 years ago. With the Penny Blacks of 1840, the Triangular Caper are undoubtedly the most popular stamps in the world. Every collector in his young days has longed to have a three-cornered Cape in his collection, and although triangular stamps have since been issued by quite a number of countries, the light of other days has never been extinguished. It was the 4d. value which usually found its way

into the average collection for that was the value most easily acquired of the series. The weak coloring of the present replica is very unlike that of the first stamp, and it is difficult to understand why a better and more appropriate blue could not have been adopted.

No doubt the authorities had good reason for issuing a replica of the first South African stamp. Such an omission is undoubtedly of considerable historical interest, but there are many collectors, especially those of an older generation, who will regard the innovation in anything but a kindly light. Many collectors have quite a feeling of reverence for the classic issues and look upon an innovation like this as something very little removed from vandalism. The attitude may appear to be a little overdone, but it really does seem rather a pity that some other form of commemoration—for after all this 4d. Triangular of 1926 is a commemorative one—could not have been adopted. If the idea of reproducing issues in this way became general the feelings of the collectors of the old school could be more easily imagined than described.

It is understood that future printings of these stamps are to be made in South Africa, and with this object in view the plates are being sent from London.

The Italian postal authorities appear to be realizing to the full the advantages of the country's history to supply material for the introduction of special commemorative issues. The latest addition to an already lengthy list is a series to commemorate the seventh centenary of St. Francis of Assisi, and there is a possibility that a further emission will appear later.

**The First Franciscan**  
There are five designs in this new series, and these have been engraved by Professor Repetti, the chief engraver to the Italian Mint. The denominations are 20 centesimi, olive; 40c, deep violet; 60c, dull red; 1.25c, azure blue; 5.00c, burnt sienna. All the values bear the dates "1226-1926," and the inscription "VII Centenario Franciscano"; and the printing, especially of the two higher values, is limited. Three of the designs are from the work of contemporary artists, while the other two are adaptations of old paintings.

Assisi is in Umbria, and there St. Francis was born in 1182. He was the son of a rich merchant of Luca, and appeared to have been christened John. At the age of 14 he joined his father in business, fought with the forces of Assisi against Perugia in 1201, and was a prisoner of war for nearly a year. This was the end of his worldly career, after which he became absorbed in ecclesiastical affairs.

Another Italian commemorative which will be issued in 1926 is a stamp in honor of the centenary of Vergil. The design is to be taken from a rare old mosaic, representing the poet with two muses. Vergil and his works were a source of much trial and tribulation to many collectors in their young days, but the introduction of the poet in stamp portraiture may do something to compensate for the weary hours spent in the study of his stately periods.

## English Folk-Dancers Recruited From Many Trades and Counties

Measures Their Ancestors Tripped on Village Greens  
Exhibited at Festival Held in London

Special Correspondence  
THE first All-England Festival of English Folk-Dancing held in January in the Great Hall of the London University, brought together miners, iron molders, agricultural workers, bricklayers, policemen, shop assistants, clerks and educationists.

They were all dancers, even to the chief constable of the Oxford city police and Mr. Cameron of the British Museum. The chief constable was there as a "spare man," but he was one of the originators of folk-dancing among the Oxford city police. He proudly pointed to his 16 stone "six-foot policeman." He expects that his team will join the May Day folk-dancers in the streets of Oxford in the spring. He looks on folk-dancing merely as a hobby for his police force; he does not use it as regular physical exercise.

Just as proud as the chief constable of the light-footed policemen was Mr. William Kimber, the traditional Morris Dancer who taught them. It was he who led the side at Headington on Boxing Day, 1899, when Cecil Sharp, the founder of the English Folk Dance Society, saw the Morris dancers for the first time.

**Tradition's Role**  
The great interest of the folk-dancing was the part tradition has played in it. Three "Traditional Teams" were regarded by the other dancers with something like reverence. Their dances date back for hundreds of years, handed down from father to son with the dress appropriate to the dance.

Molders and steel workers from Grenoside, Sheffield, in scarlet coats and white trousers "sing-in" their dance appeared to have risen out of another age:  
Taintro! Taintro!  
The drums they beat,  
The trumpets do sound,  
Methinks music's here,  
Some bold captain's near,  
March on my brave soldiers away.

Most of the folk-dancers had their beginning in religious ritual. Very seriously are the Grenoside clog-dancers taken in their native village. They go the round of the big houses every Christmas and on Christmas Day itself they give a performance on the village green. The miners and iron and stone workers of North Shropshire have also secured the traditional dress

belonging to their dance as "too much of a picture show," but the "Betty"—the mother of the boys—still wears a bonnet 70 years old and a quaint silk cape which has been handed down, and the "father" of the team has his smock and old felt hat. These are the comedians found with every traditional team, and they are supposed, as the dancers explained, "to fool round us while we dance." The North Shropshire boys have been dancing since the Danish invasion. Theirs is the long sword dance, and they are proud of the fact that their swords, which are made by the village blacksmith, are 39 inches long.

The Newbiggin dancers, who are all miners, on the other hand, point to the distinction of the "rapper" sword, a short sword with handles at either end, which is the traditional dance of the Tyneside dance. An accordion accompanies the "jiggin'" for all the traditional dancers take their own musician with them. He plays either a fiddle, a melodeon or a concertina.

**The Villagers**  
Villagers from all over the country joined in the pretty country dances. The girls wore simple colored frocks, with gathered skirts and big muslin collars and turned-up milkmaid sleeves, and the men wore the traditional Morris dress—white flannels with colored halberds, and bell-pated with bright ribbons under their knees.

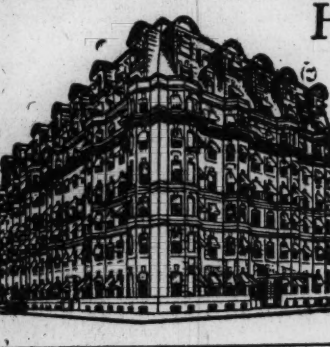
The whole festival was like a revival of story-book England; only the characters were living very much in the happy present made gay with dancing and singing. All together, the audience of 2000 people sang the folk-song, "Won't you go my way?" And no one could deny that it was a very delightful way, a way that makes the villagers happy among themselves, and full of interest for what is happening in the other villages—the absorbed look on the fresh country faces as they watched their neighbors dance spoke eloquently of that.

**Helston Furry Day**  
There is one village, Ravenscar by name, in Yorkshire, where more than half of the people take an active part in folk-dancing. They work on the farms and gardens and in the shops by day but they dance in the winter evenings. And often the dancing teams go to other villages

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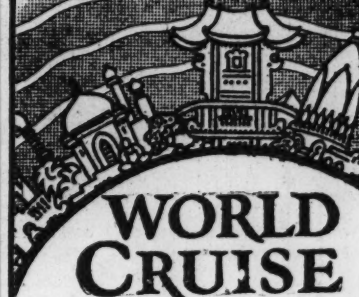
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# WILL DISCUSS 19 FOREIGN TRADE

## Export Authorities Will Meet at St. Louis for Conference

ST. LOUIS, Mo., April 16—Considerable interest in export circles centers in the Third Mississippi Valley Foreign Trade Conference which opens in St. Louis, Mo., on April 24.

It is expected that this year's meeting will be one of the most widely attended foreign trade discussions ever held in the Middle West, and export authorities from various centers are being invited to address the as-

The Trade Club of St. Louis is sponsoring this meeting and is being actively assisted by the Mississippi Valley Association, the St. Louis Chamber of Commerce and the United States Bureau of Foreign and Domestic Commerce.

Local authorities declare that the interest which featured last year's conference is strongly indicative of the trend in the distant toward new methods of increasing production and represents a demand to break away from intensive cultivation by valley firms of one or two near-by foreign

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## SEVEN HOLDERS STILL IN RACE

U. S. Wrestling Championships Are Being Contested at Corvallis

CORVALLIS, Ore., April 16 (Special).—The Amateur Athletic Union of the United States wrestling tournament started yesterday and progressed through half the preliminaries. The remainder will be run off this afternoon together with the semifinals. Some semifinals are also slated for the evening and probably four championship matches will be staged then.

The remaining four finals will be held Saturday night, and second and third places settled after that. Robin L. Reed, Oregon Agricultural College, is using his position as a wrestler, giving him a chance to size up the opposition. His greatest losses last night were at the hands of the Oklahoma Agricultural and Mechanical College squad, who have three national championships among their nine entrants.

All seven eligibles of last year's first national champions are present to defend their titles, and so far none has been eliminated.

Intercollegiate champions fell by the wayside in the keen competition last night. T. B. McGlashen of Illinois, runner-up 200 miles and lost to Harold A. DeMarsh of the Oklahoma Agricultural and Mechanical College, who is 112-pound champion from last year's nationals.

The combined team under Coach E. R. Barker of Cornell College with Cornell and Iowa State College men won in two events and lost two. James Trifunovic of Regina, Sask., downed B. L. Van Buren of Cornell College in 125 and 135-pound matches and the results of the preliminaries follow:

112-Pound Class—Lander Lupton, Cornell College, defeated R. A. Rowsey, U. M. C. A., Gary, Ind., by a decision, 3-0. Harold DeMarsh, Cornell College, defeated Maurice Brown, Oregon Agricultural College, by a fall, 1-0. Arthur R. Smith, Multnomah College, Portland, Ore., defeated George Ochikubo, Portland, Ore., by a fall, 1-0.

115-Pound Class—R. E. Keller, State College of Washington, defeated Harvey Harris, Oregon Agricultural College, by a decision, 3-0. James Trifunovic, U. M. C. A., Gary, Ind., defeated B. L. Van Buren, Cornell College, by a decision, 3-0. Mitchell, Multnomah A. C., defeated Lander Lupton, Cornell College, by a decision, 3-0.

125-Pound Class—H. O. Boyce, Iowa State College, defeated J. V. Blake, Oregon Agricultural College, by a decision, 3-0. Leroy Gayman, Olympic Club, San Francisco, defeated Jack Williams, Multnomah A. C., by a decision, 3-0. A. A. C. Portland, Ore., defeated A. Busick, Oregon Agricultural College, by a decision, 3-0.

135-Pound Class—Alley Morrison, Marshalltown, Ia., defeated A. E. Pettelin, Oregon Agricultural College, by a decision, 3-0. Frank High School, Portland, Ore., defeated Jack Williams, Multnomah A. C., by a decision, 3-0.

147-Pound Class—Kenneth Truckenmiller, Cornell College, defeated H. P. Carls, Oregon Agricultural College, by a decision, 3-0.

155-Pound Class—A. Bryan, Oregon Agricultural College, defeated Jesse Strang, Deseret Gymnasium, Salt Lake City, Utah, by a decision, 3-0.

175-Pound Class—Frank E. Watters Jr. of Buffalo, N. Y., is captain of the Yale team this year.

There are six holes on which the play is over water either in whole or square. The greens average 10,000 square feet each. There are three holes for each hole. Par for the championship or long course is 71, with a yardage of 1,000. The regular course, which is played in the middle tees, is 6,107, with par 69 and over the so-called short course, or from the front tees is 5,548, with 69 for par.

The first match the Yale team will play is on April 24 when they will meet the West Point team at New Haven. Frank E. Watters Jr. of Buffalo, N. Y., is captain of the Yale team this year.

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## Edmonton Retains Basketball Title

Defeats the Lakeside Ladies in the Canadian Championship Series at Toronto

TORONTO, April 16 (Special).—By defeating the Lakeside Ladies of this city by 27 to 6 in the second of the two-game series for the Canadian Women's basketball championship here last night, the Edmonton Grads defeated the title which they have held for the last four years, the score being 27 to 6.

The champions were an altogether different team from the first game on Tuesday and the score was largely due to the fact that their center and captain, Connie Smith, played up to her usual game. She was usually the star of the game, scoring 15 points, and engineering many plays. She frequently worked through for close-in shots, and a team mate who had shaken her check. Another reason for the reversal of form was that the two visiting defense players were unbalanced all night and the Lakesides were held to two field baskets and two foul throws. Both teams were away off in their foul shooting.

The score at the end of the first quarter was 4 to 1 for the winners and they increased this to 12 to 3 by the end of the third quarter. In the fourth quarter they outscored the locals by 8 to 1 and 5 to 2 in the final 10 minutes.

There was practically no comparison between the two teams last night, the Edmonton girls playing a decidedly superior game. The Lakeside team, from the start of the game the result was certain. The winners played less than half the first game, but were unbeatable all night and the locals tried hard but were over anxious and lost several good chances when a score would have helped their cause.

The summary: EDMONTON: Johnson, 11; Smith, 15; Brantley, 10; Dunlop, 10; Bennie, 10. TORONTO: Johnson, 11; Smith, 15; Brantley, 10; Dunlop, 10; Bennie, 10.

Score—Edmonton Grads 27, Lakeside Ladies 6. Goals from Connie Smith 6; Daley Johnson 2; Gordon MacLachlan for Edmonton; Dorothy Dunlop, 1; Gordon MacLachlan for Toronto.

—C. Smith 3 for Edmonton; N. Gordon 1 for Toronto; Substitutes—Swan, Mabel Dunlop, Bea Herron for Lakeside. Officials—J. Miller and J. McCutcheon, Toronto. Time—Four 15m. periods.

WOMEN'S GOLF STARTS WITH OVER 80 PLAYERS

WOMEN'S GOLF ASSOCIATION OF BOSTON ANNOUNCES CHAMPIONSHIP STANDING

Central District: Won 10, Lost 0, P.C. 1,000. North District: Won 10, Lost 0, P.C. 1,000. Providence District: Won 10, Lost 0, P.C. 1,000. The Country Club: Won 10, Lost 0, P.C. 1,000. Brane Burn: Won 10, Lost 0, P.C. 1,000.

Over eighty women golfers ushered in the 1926 team championship campaign at Collingwood Golf Club and won the Boston yesterday in Massachusetts and Rhode Island. Central, northern and Providence districts were the winners in the district team division, and also in the second.

Central district met southern district in the first round of the championship. The northern district team invaded the lings of the Country Club and defeated the Central Club first and second teams 7 and 2 to 0, respectively.

Miss Gianna Collit, United States champion, who is sailing tomorrow in quest of the British title, will play in the Providence District against Brae Burn at the Wannamoisett Country Club, Rhode Island. The Providence district defeated the Massachusetts district, 6 to 3, the second team match going to the Rhode Islanders by decision.

Miss Collit met Mrs. John D. Woodfin and had only to play 11 holes to win by 8 and 7. Mrs. David A. Baldwin, U. S. champion, defeated Mrs. W. G. Donald, Southern, 7 and 6. Miss Margaret Curtis, Northern, defeated Willam C. Quinby, The Country, 4 and 2.

There are six holes on which the play is over water either in whole or square. The greens average 10,000 square feet each. There are three holes for each hole. Par for the championship or long course is 71, with a yardage of 1,000. The regular course, which is played in the middle tees, is 6,107, with par 69 and over the so-called short course, or from the front tees is 5,548, with 69 for par.

The first match the Yale team will play is on April 24 when they will meet the West Point team at New Haven. Frank E. Watters Jr. of Buffalo, N. Y., is captain of the Yale team this year.

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## CANADIAN INTERCOLLEGIATE ATHLETICS IN TWO SEASONS

With the Exception of Baseball, Activities Are Practically the Same as in the Majority of United States Colleges

TORONTO, April 14 (Special Correspondence).—When the University of Toronto hockey team started off on March 31 after being defeated by Port Arthur in the final game of the series for the Allan Cup and the Canadian championship by 3 to 2 after 29 minutes overtime, it brought to a close the competitive athletic season of Canadian intercollegiate athletics for the year 1925-26. Owing to climatic conditions the competitive activities in Canadian universities are confined to the fall and winter months and the summer months are spent in the college brand of hockey which has received considerable notice by the success of

Toronto Teams Strong

Since the resumption of intercollegiate activities after the war the college brand of hockey has received considerable notice by the success of

other is that Toronto has won the championship for the last seven years, practically outclassing the other teams.

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## SPEED SKATING IN SAINT JOHN

New Brunswick City Now Holds World's Championship Title at This Sport

SAINT JOHN, N. B., April 13 (Special Correspondence).—Climatic conditions have had a marked effect on the pursuits of the people of Saint John, particularly in athletics, and with great wide frozen rivers nearby and countless city rinks on which to skate, Saint John boys have for many years over the continent in this great winter sport. Today, the world's champion amateur speed skater is a Saint John boy, Charles I. Gorman, who won today's world championship in the 500-meter race.

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# THE CHRISTIAN SCIENCE MONITOR

BOSTON, FRIDAY, APRIL 16, 1926

"First the blade, then the ear, then the full grain in the ear"

PUBLISHED BY  
THE CHRISTIAN SCIENCE PUBLISHING SOCIETY

## EDITORIALS

Canada is justly proud of its immense resources of forest and fertile field, of mine, and water power. But of their greatest asset Canadians are characteristically voiceless. It is not something drawn from the earth. It has sprung rather from an inherent consciousness in the people of the value of the "things that are unseen." The Dominion's greatest resource is character. Set down anywhere on the globe, a people of such integrity, courage, open mind and friendliness would have made a notable place for themselves; endowed with the unmeasured wealth of Canada, they will make their land one of earth's chosen places.

It has taken courage to open up Canada, as it did the United States. Today calls for fresh courage, and tomorrow will make its new demands. Every day the structure of nationhood visibly rises higher. This is but the sixtieth year since the divided provinces united in one Confederation. Since then the prairies have been carpeted with farm and city. It has been a period of seedtime. In the last few years the Panama Canal has aided in the Dominion's development. Newly settled cities, thrilled with their sudden greatness, are gazing past provincial boundaries, while older communities are broadening their interest in their continental neighbors. Every man who looks beyond his own fence, and works on today despite the doubts and discouragements that beset all construction, makes himself one of Canada's nation-builders.

Canada does not build for itself alone. It builds for the British Empire, for its great republican associate to the south, and for the peace of the world. The myriad of its sons and daughters who have settled in the United States are an anchor of Anglo-American friendship. The host of Americans who in their turn have sought fortune in Canada form another tie. The present Dominion Parliament has at least one member who did not quit the States till long after he was a grown man. In the United States Canadians have risen to the highest positions of moral leadership and responsibility. There is no public sentiment whatever within the United States for the annexation of its neighbor—it would be fruitless were it entertained—but there is a growing and already widespread appreciation of Canadians. This understanding cannot fail to include the mother country of Canada within its compass. If it should prove good public policy for Canada and the United States to unite in building the St. Lawrence waterway to the Great Lakes, the locks set athwart the river will tie not only the two great neighbors closer together but also Great Britain. Friendship at one corner of the British Empire cannot fail to extend to all.

As a means of promoting a larger understanding of the Dominion, the Monitor with this issue presents some account of Canada and its resources, cultural as well as physical. Passing mention is given also to a few of its cities. No attempt has been made to make the record complete. That would be impossible within the confines of a single newspaper. The Monitor has sought merely to sketch some of the outstanding characteristics of a great country and a great people.

Whatever its varied problems of geography, population, race, pioneering or the like—and every nation has its imposing questions—Canada faces them with sturdy boldness. Its resources of character and continent are such as to challenge difficulties. As the years roll on, Canada's chiefest product may well be recognized as neither gold, nor wood, nor wheat—but men.

Anyone who takes the pains to subject the testimony of Lincoln C. Andrews, who is in charge of prohibition enforcement in the United States, to a logical and unprejudiced analysis, probably will discover in what he told the investigating Senate committee nothing which can be construed as lending aid and comfort to the wet cause. Under the adroit questioning of a lawyer trained in the arts of cross-examination, the enforcement chief made the unqualified admission that the sale, under direction of the Government and entirely outside saloons or other licensed resorts, of a nonintoxicating beer, probably, would be an aid to enforcement of the law. But he was quick in insisting that the manner in which such sales were regulated was vital to the problem. It was the agreed basis of the more or less hypothetical premise that such sales were to be only of beer of an ascertained nonintoxicating alcoholic content, to be used in the homes, and in no instance in the premises where dispensed.

But even if it had been admitted, as it has been sought to make it appear, that the granting of permission to manufacture and sell beer in unlimited quantities would solve, or help to solve, the problems now existing, the guarded concession made by Mr. Andrews only went to indicate a conviction that the less stringent and less strict a law is, the simpler becomes the problem of enforcing it. If there were no laws governing traffic on the streets and highways, or if those which exist were so modified as to permit all sorts of practices which are now declared to be unsafe, there would be no need of posting a uniformed policeman at every main traveled corner. It might, quite as reasonably, be inquired if the granting of permission to resume the sale of admittedly intoxicating beverages, such as are now peddled about surreptitiously, would not have rendered still easier and simpler the matter of law enforcement. Mr. Andrews would have been compelled to admit, the form of the query remaining unchanged, that this would be the result.

The whole matter turns again, as it must always turn, upon the decision of the American people. They were laboring under no illusions when they undertook to outlaw and finally to destroy the liquor traffic in their country. They are not misled now by the specious arguments

of those who are seeking to destroy prohibition by first opening the door to the sale of beer and wines. In an unguarded moment the champions of nullification once admitted that the campaign which they hoped would result in the restoration of beer was but the beginning of a determined effort to destroy the whole fabric of the prohibition law.

Mr. Andrews probably was not misled or greatly confused by the suggestive questions of the cross-examining Senator who sought to obtain from him an admission damaging to the cause of prohibition. With its full import understood, the admission made cannot be used as an argument against the law. Every concession willingly accorded to evil makes less compelling the task of those who profess a desire to direct their own course aright but who care little whether they succeed. It would be quite a simple matter to enforce a prohibitory statute that actually prohibited nothing.

How great a part his vote for the World Court played in accomplishing the defeat of Senator McKinley in the Illinois primaries is a matter concerning which politicians will differ. It had its share, no doubt. But to ascribe to it the controlling influence in so complicated a contest would be as foolish as to say that the Illinois Republicans had repudiated the Coolidge Administration in defeating its loyal representative. If this were the case the party would necessarily begin the search for a new candidate for the Presidency in 1928.

But it is emphatically not the case. A multitude of political considerations entered into the Illinois contest, difficult of comprehension by those unversed in the devious devices of the politicians of that State. For years two groups of politicians have fought for control of the Republican Party. Normally a Republican state, despite the great Democratic city of Chicago, Illinois gives rich pickings to the politicians who control its majority party. Some idea of the extent of these may be derived from the fact that one of the leaders of the faction which has just nominated Col. Frank Smith for Senator, is facing a suit for \$1,000,000 for interest which it is alleged he diverted to his own use while State Treasurer.

An amicable arrangement with the Democrats has usually left the spoils of the city of Chicago to that party, while those of Cook County, which is coterminous in its boundaries, accrue to the Republicans. In brief, politics in Illinois is, on the part of its leaders at least, a purely professional pursuit in which national issues play the slightest part and combinations for the division of the spoils are all-controlling. Perhaps no more striking an illustration of this could be asked than the vigorous support given Senator McKinley by the Chicago Tribune, which yields place to no paper in the bitterness of its attacks on the World Court.

The Democrats of the State in the same primary presented an impressive spectacle of a party united in an unworthy cause by the nomination for the Senate of George Brennan, an active advocate of the liquor traffic and the recognized Democratic boss of Chicago. Of more importance than the part played by the World Court in accomplishing Senator McKinley's defeat is the question whether the breach in the Republican ranks can be sufficiently healed in time to prevent the election of the utterly intolerable Democratic nominee.

An opinion in favor of more restriction on travel between Canada and the United States has been expressed by the American Secretary of Labor, James J. Davis, but many people would favor more freedom to legitimate travelers. The fact that 10,000,000 people crossed the imaginary boundary line last year, back and forth, might be regarded as evidence of an increasing community of interest between neighbors, rather than as reason for apprehension.

The traffic over the northern frontier of the United States is largely composed of American visitors to Canada. The Dominion is becoming a popular tourist resort for citizens from the south, in winter as well as in summer. American-owned mills and factories in Canada require the more or less permanent attention of a considerable number of United States workers, many of whom travel daily back and forth. As one of the best customers for American products, Canada is visited periodically by a small army of traveling salesmen. A few American visitors cross, no doubt, with the express purpose of abusing the hospitality of some of the provinces by uncontrolled consumption of alcoholic beverages. Canada's immigration policy is, however, to relieve American visitors as much as possible of restrictions or bureaucratic formalities. They are regarded as good neighbors, which, of course, they are.

The United States quota law, as applied to other countries, makes it necessary for United States border authorities to maintain a more detailed check on traffic from the north. On the whole, Canadians are admitted without much formality. At some points, regulations which call for documentary evidence of intention to return within six months may be found to be in force. Obviously, restrictions have to be imposed to prevent the unregulated flow of immigrants from Europe through Canada into the United States. But many Canadians make temporary trips to the United States without any identification other than that furnished by themselves; indeed, there is more formality in the passport regulations which still apply to Canadians visiting Great Britain.

At the discretion of United States commissioners of immigration, in districts such as Montreal, identification cards can be issued to Canadian citizens, whose reasons for wishing to move freely across the border are bona fide. Such cards cannot be issued indiscriminately without seriously increasing the problem of administering the quota law. But the day must almost inevitably come when border restrictions between the United States and Canada will disappear as

completely as they have disappeared between Scotland and England—without loss of identity to either country. In the meanwhile, careful steps toward greater freedom of movement are to be commended.

It is inevitable, in the opinion of some who have given conscientious consideration to the problems of the prisons and to the related problems of restoration and reclamation, that a re-adjustment of the public viewpoint regarding methods and ways and means in the prisons must soon take place.

Perhaps it will be admitted that in the swing of the pendulum away from a demand for or condonation of the cruelties practiced in punishing prisoners in an earlier period, a hardly less dangerous extreme has been reached in insisting upon or countenancing the coddling of those convicted of crimes. It has been stated by a man long connected with the official staff of Sing Sing Prison in New York State that the inmates there enjoy greater bodily comforts and less hardships in performing the tasks set than the average workman in the cities and towns and on the farms. They are deprived of a certain portion of the liberty enjoyed by those outside the institution, he points out, and they are under public condemnation, but he insists that too much has been done to render almost mythical the old theory of "hard labor" which is still a part of the sentence imposed.

It is the contention of this same individual, who must remain anonymous, that provision should be made for the continuous employment of all able-bodied federal and state convicts and all long-term inmates of city and county jails, in productive industries which should show an annual profit to the public. Preferably, if possible, these industries should be noncompetitive, thus overcoming the objections which might reasonably be raised by union labor, and even by those not affiliated with the unions, that they are deprived of their regular employment by prison competition.

This method, if it is to be made more effective than that now in vogue, would necessarily be established on a strictly business basis. It would be necessary for it to be so conducted that every prisoner would be informed upon his arrival that his work, in order that he may be entitled to the usual credits for good behavior, must show a net profit, say, of \$1000 a year to the state. In addition, he should be compelled to earn his board, lodging, clothing and pay for such entertainment as he chooses to enjoy. This, in a measure, would be taking the profit out of crime. Make it a business proposition. Let the warden, when he releases a prisoner at the end of his term, instead of perfunctorily warning him to avoid his former temptations, assure him that he will find his old job waiting for him if he comes back.

This is not a plea in behalf of the restoration of cruel and inhumane methods in the prisons. It is only a demand that society, without further delay, take the steps necessary to "make the punishment fit the crime." Restore, in fact, the system of hard labor, now a theory rather than an unpleasant condition. The hardened and confirmed criminal shrinks from purposeful employment. To him there is no disgrace in imprisonment. It is an inconvenience merely, an enforced interruption of his chosen pursuits.

There is no difficulty in imagining that the realization that organized society, against which he has offended, was making an actual profit upon the labor he was compelled to perform while paying the penalty, would not be a pleasant one. A single experience would probably be enough. Thus if it did not tend directly to restrain those tempted for the first time, it might go far in lessening the number of second offenders, and might finally eliminate from the problem the equation of the confirmed offender. Regarded merely as an experiment, it would seem to be well worth trying.

## Editorial Notes

It is a bold statement which Dr. John C. Merriam, president of the Carnegie Corporation of Washington, has made in the National Parks Bulletin, when he says that for many purposes the purely educational value of America's national parks is far beyond that of any regularly established, formal educational institutions. But from the fact that he has given something more than forty years to study of special problems such as the parks interpret and has lived thirty of those years among the parks, one cannot lightly discard what he says on the ground that it is spoken by one who knows not whereof he speaks. And indeed there is abundant evidence to justify the claim that the educational value of these national beauty sections is far beyond what the ordinary person might believe. There is something worth pondering, too, in what Dr. Merriam writes further in his article: "I cannot say what worship really is—nor am I sure that others will do better—but often in the parks I remember Bryant's lines, 'Oh, why should we, in the world's ripper years, neglect God's ancient sanctuaries, and adore only among the crowd, and under roofs that our frail hands have raised?'"

Strangely reminiscent of the teachings of the Founder of Christianity sound the statements attributed to John E. Andrus, multimillionaire of Yonkers, N. Y., before the delegates to the New York Methodist Conference, to the effect that ease of conscience and Christian living are preferable to riches. "I have lived a long time," he is reported to have said as corroborative evidence in support of his contention, "and have handled so many millions of dollars that now the handling of money has become monotonous." And in discussing further ramifications of his belief, he added: "What is needed is the application of business common sense to the money problems of the church. There is no need for the church to look for outside help if it will use sound business judgment in administering the funds gathered within its own folds." Which is just another way of saying that "sound business judgment" savors of the morals of practical Christianity.

## On the Royal Dover Road

There is but one proper way to travel the Dover Road—the "old road Royal Dover Road"—and that is on foot. Thus traversed it the legions of Rome, the troops of Danish and Norman invaders, the forces of Briton and Saxon defenders, the pilgrims of Canterbury, the makers of history through twenty centuries and more. The memories of them all linger about the fair Kentish countryside and along this most historic of thoroughfares.

Likewise to linger, sauntering leisurely with many a pause to dream and to reflect, is the wise course for the modern pilgrim. Only thus it is possible to absorb the atmosphere, filled with the associations of centuries, of the part of England through which winds the Royal Dover Road; only in contemplative leisure may one rejoice in the rich memories.

And presently, when in the distance looms a commanding hill with a comfortable red brick mansion atop, it must be brought closer only by slow and thoughtful approach, the while you reflect upon the associations which cluster about it. For it is Gad's Hill, and the mansion is "Gad's Hill Place," which, as the home for a dozen years of Charles Dickens, is the transcendent interest of the Dover Road to the modern pilgrim.

Gad's Hill, on the Royal Dover Road! Shakespeare refers to it in the first part of "Henry IV" when Poinc incites his reckless companions, "Tomorrow morning by four, my lads, at Gad's Hill! There are pilgrims with rich offerings going to Canterbury; traders with fat purses riding to London"; and so on. Indeed, this is ground much favored of the highwayman centuries ago, and the very word "gad" is old English for "rogue."

But, as the old house grows clearer in your vision, the thoughts that will suggest themselves first will be concerned with a young lad, tired and ragged and wondering, en route toward the only refuge his youthful mind could discern, the home of that acidulous but warm-hearted aunt to whom the boy's only fault lay in the fact that he was a boy. Past Gad's Hill, onward along the trail of the Pilgrims, wearily plodded the young David, toward that same Canterbury.

And, too, the equally youthful Dickens himself, walking here with his father, once upon a time regarded the brick house with longing eyes, feeling from that moment a craving for possession, to which his parent replied with the cheering assurance that "if he worked hard and was very persevering," he might some day live there. And this, in the year 1857, indeed came to pass.

In those days the Dover Road was a peaceful way. Not yet had the shriek of motor and the dust of char-a-bancs "modernized" it, although its freeholders doubtless deplored the passing of "the good old days" as the London-Dover coach dashed past at eight or nine miles an hour. The venturesome traveler abroad went this way to board at the famous port a ship for "the Indies" or for Australia. There were inns at frequent intervals, and some of them, little altered, are there today. In such as the "Sir John Falstaff" the master was accustomed to spend many hours talking with the farmers, and drovers, and carriers, and in so doing endeavoring himself to the entire countryside, the while they probably speculated long and profoundly on the strangeness of this calling of "tale-writing."

At Gad's Hill Place the novelist, to whom Galsworthy just the other day referred as the first in the language, wrote "The Tale of Two Cities," "Great Expectations," "Our Mutual Friend," "part of 'Little Dorrit'" and the unfinished "Mystery of Edwin Drood," as well as many

essays and short articles. The happiest part of his life was undoubtedly spent here, those years from 1857 to 1870, after his tour abroad.

He is said to have paid for the house something less than £2000, but it sold at auction for nearly four times as much, his son Charles obtaining it at the time. Later it came into the possession of the Mayor of Rochester, then into that of a retired Indian magistrate. During the past twenty years it has once or twice more changed hands.

Dickens had a high regard for America and for Americans, despite certain scathing criticisms of tendencies he had found not to his liking. But visitors from overseas were ever welcome at Gad's Hill Place, and the novelist delighted to reveal to them the ineffable charms of fair Kent.

Longfellow, J. T. Fields, and many another, were his American guests; and beautiful Cobham Park, Cob Tree Farm—the "Dingley Dell" of "Pickwick Papers"—the "Leather Bottle Inn"—Mr. Tupman's refuge after the impressionable Miss Wardle's desertion in favor of Mr. Jingle—and many another landmark of the Dover Road and its vicinity became familiar to Dickens' friends from across the sea.

Thus to the American branch of the English people the memories of Gad's Hill Place, on the "Royal" road, are, and ought to be, quite as dear as to the folk of the mother country. It is a literary shrine of far more significance and much greater general interest than many in England at which visitors from abroad pay more frequent and deeper homage. That it is not more sought is surprising, for where is anything lovelier than Kent? Where is the countryside more joyous and bountiful in springtime? Where are the inns more cozy and the farmsteads more prosperous?

Indeed, hardly anything is more delightful in England than the old Dover Road, and certainly no highway is more historic. There are Dickensian landmarks everywhere, if one is a literary pilgrim. There is historic association on every hand if one's interest be merely general. And then there is, by and by, Rochester, quaint Old-World city, one of the most charming of the smaller English cathedral towns.

Here one finds the "Nuns' House" of "Edwin Drood"; the supposed residence of Mr. Sapsea and Mr. Pumblechook; "Watt's Charity"; the Corn Exchange, before which hung "the queer old clock which projects over the pavement . . . as if time himself carried on business there and had hung out his sign." And certainly not least, there is the "Bull and Victoria" inn, the "Bull Inn" of "Pickwick Papers," still justifying that brief but effective testimonial of Mr. Jingle's, "Good house; good bed," which eulogy endures in golden letters at the entrance.

There is much in the fare, or there was, not long ago, that is equal to the succulent, if redoubtable, meal which was served at the termination of the day's coach journey down from "The Golden Cross." And there is the "Pickwick Room," in which favored visitors may be lodged, should they appeal to mine host as deserving of the honor. Withal it is a pleasant abiding place for the wanderer about this part of Kent and along the Dover Road.

Distances are short hereabouts, and one may fare forth of a spring or summer morning and cover much delightful ground ere the late twilight of England turns him homeward. It is England at her fairest, than which there is no need to say more; nor, indeed, ought more to be said. England and Dickens and the Royal Dover Road! A combination to delight and beguile.

M. T. G.

## Letters to the Editor

Brief communications are welcomed, but the editor must remain sole judge of their suitability, and he does not undertake to hold himself or this newspaper responsible for the facts or opinions presented. Anonymous letters are destroyed unread.

### "Paris Proposes Change in League Form"

To the Editor of THE CHRISTIAN SCIENCE MONITOR:  
Sisley Huddleston, in his recent most interesting article on the League of Nations "crise de croissance," published under the caption, "Paris Proposes Radical Change in League Form," refers to the need of the creation of some organization in Europe corresponding to the Pan American Union in the Western Hemisphere. May I remind the readers of the Monitor that two years ago this idea was being actively propagated by the Pan-European Union, an organization founded and directed by the Austrian count, Dr. Coudenhove Kalergi, with headquarters in Vienna?

Count Coudenhove first spread his convictions through his book, "Pan-Europe," which is the most lucid and sensible exposition of the most urgent needs of Europe I have ever read and which is now being translated into English. In addition, there is a monthly publication under the same title (in German), given over to a more detailed discussion of plans for a federation of the European nations and recording the progress of the movement, which is nearly miraculous, as shown by the Locarno pacts and, still more so, by the recent Geneva blundering.

This last event has clearly indicated the correctness of the contentions of the Viennese count, that the League of Nations, as now organized, is in a more or less anarchic state and urgently requires reorganization on lines indicated in Mr. Huddleston's article, namely, a grouping of nations according to continents, such as Pan-Europe, Pan-America, the British Empire (to which, of course, the term continent can no longer be applied), and similar units. These groups of nations would in no way be antagonistic one to the other; on the contrary, they would all be federated in an organic League of Nations; but the League would act merely in case of intergroup conflicts or as an organ of appeal. Europe could settle its own matters without the interference of outside nations; and, similarly, the United States no longer would need to fear European intervention on the American continent.

It is worth noting in this connection that during his recent visit to the United States, Count Coudenhove found support not only among adherents of the League, but also among such irreconcilables as Senator Borah. The latter, indeed, unreservedly favors the plans of the Pan-European Union, realizing that they are designed to eliminate those very features of the League which to him are most objectionable.

While Europeans, of course, are chiefly interested in their side of the question—Pan-Europe—Americans may well ponder over their end of it: Pan-American cooperation with Europe within such a newly organized League. When this regrouping of the world—which is merely a question of time—has actually taken place, the Monroe Doctrine will have become the guiding idea, not only of the United States but of Europe and Asia also, and what was once conceived merely for the safeguarding of American peace will have evolved into a guarantee of international understanding and harmony.

Information and printed matter on this subject may be obtained from the writer.  
NOEL H. FIELD.  
21 Berkeley Street, Cambridge, Mass.

### Liquor Alone to Blame for Its Overthrow

To the Editor of THE CHRISTIAN SCIENCE MONITOR:  
My early youth was spent in a large city, wide-open at the time, and I was in almost daily touch with gamblers, drug addicts and drinkers. Then shortly before becoming of age I obtained a position as a clerk in the most exclusive club, where there was much drinking. Later I filled an important position in a large hotel, with a fine bar and cabaret.

All the time, however, I was interested in the growth of sentiment against the liquor business, and finally when it (the liquor business) had to come out and defend itself, I felt quite sure that prohibition would win, because the liquor business proved everything that was said against it. And what helped to put prohibition over was the men who drank but "understood" it and the liquor business. The statement of a prominent man, seemingly not con-

nected with any financial interest of the wets, that "the morals should depend upon personal reliance alone," struck me very forcibly. If this man had seen, as I have, one after another go down under the subtle influence of liquor, and knew that the drink habit makes it almost impossible to see the matter rightly, he would forget his idea in its support.

The liquor business, like any other business, operates methods to enlarge the number of its customers and their capacity to absorb drink, for that means volume of sales to it. Its customers are really victims, and when outlawed it can only make one victim to hundreds when operating as a licensed business.

I cannot conceive of the great people of America ever declining morally, and modifying the prohibition law, for that law has demonstrated everything that its promoters said it would.  
A. J. T.

### The Truth About the Immigration Law

To the Editor of THE CHRISTIAN SCIENCE MONITOR:  
The American press is giving widespread publicity to much misleading propaganda aiming to "modify" the present Immigration Restriction Law in the United States. Perhaps a few facts regarding this measure will help to clear up this question for some of the readers of the Monitor.

This comparatively recent immigration law was sponsored and put into effect by American citizens in a last-minute, but nevertheless determined, effort to repair some of the damage done by the years of unrestricted immigration. Sentiment regarding immigration had finally crystallized into a practically unanimous demand that the gates be closed—gently, perhaps, but firmly. The existing law is the result and it is excellent within its scope.

Of course, its passage was the signal for widespread agitation among aliens whose aim, naturally, is to attempt to nullify the law if possible. It was seen that repeal would not for a minute be considered; but other methods were quickly thought out which in the end would have the same effect, chief among them being the presentation of bills to have the present law amended or "modified." The same thing is going on regarding prohibition, and the same class of inhabitants is back of the opposition to both laws. Most of the agitators represented by this class not only are foreign born, but are not naturalized. By seeking modification of the immigration law on so-called "humanitarian" grounds they catch a lot of unwary and uninformed American citizens.

The truth about the law is this: it admits in nonquota class the wives and minor children of all citizens. Thus none who has taken the trouble to become a citizen—and such an one is the only one for whom America is in any way responsible—need be deprived of his wife and children. Moreover, within the quota itself preference is given, up to 50 per cent of those admitted, to skilled agriculturists and the wives, husbands, fathers, mothers and minor children of American citizens.

How can anyone ask a fairer adjustment than the above? Does this look like "families are being separated, children are without parents, brothers without sisters, etc.," as those seeking to amend the bill declare? They demand that the "relatives" of those inhabitants (not citizens) now here be allowed to come in. This is purposely a blanket term which would permit of any amount of fraud and the return of wholesale immigration, with the result that the United States would be practically as badly off as before the bill was passed, and would have the whole job to do over again.  
S. F. M.  
New Orleans, La.

### "A Warning to Small Investors"

To the Editor of THE CHRISTIAN SCIENCE MONITOR:  
The editorial in the Monitor entitled "A Warning to Small Investors" has just come to our attention and we wish to express our appreciation of the aid thus given the protective activities of our organization.  
H. J. KENNER, General Manager,  
The Better Business Bureau of New York City.



BOSTON, FRIDAY, APRIL 16, 1926

# ALL CANADA

## Gateways of Canada

By BLISS CARMAN  
Canada's Much Loved Lyric Poet

From the Fundy tide  
Where tall ships ride  
And the white fogs walk inland,  
To the western gate  
By Georgia Strait  
Where snow-peaked ranges stand

**T**HERE ARE SIX MAIN GATEWAYS OF CANADA, three on the Atlantic, one to the south on the Great Lakes, one in the central west, and one on the Pacific—Halifax, St. John, Montreal, Toronto, Winnipeg and Vancouver. There are many other gates smaller and less imposing, but these are the important entries to the Great Dominion. A brief outline of the history of each of these cities, if one had time for it, would give a very fair idea of what Canada means, more than the vast sweep of half a continent on the map.

Knowing the stories of Halifax, St. John and Toronto, you would begin to understand what Canada means to her sons and daughters of British descent. Hearing the old tales of Montreal and Quebec, with all their thrilling romance and vivid picturesqueness, you would come to appreciate the French Canadian's impassioned devotion to his native soil. From the narratives of the more recent building of Winnipeg and Vancouver, with a separate chapter for English Victoria, you would gather the history of the settling of the great plains and the heroic conquest of the ranges, the Rockies, the Selkirk and the rest, which fill the last 500 miles westward from Calgary to the Pacific.

Among my films of memory, the collection of Canadian imprints begins with St. John and its harbor and the St. John River valley, in the days of wooden ships, and ends with Vancouver and Victoria in these days of iron steam tramps and mammoth ocean liners.

St. John in those days was famous for her shipping. The great forests of New Brunswick, the shipbuilding and lumber industries, made her the fourth port in the Empire in point of registered tonnage. That life is gone now, and the old sailing craft long since had to make way for the swifter carriers of iron and steam—very much as Longfellow's muse, with all her wistful sentiment of the sea, has had to give place to the more realistic but no less glorious muse of Mr. Kipling and Mr. Masfella. A Canadian writer has sentimentalized on the theme:

"Where are the ships I used to know,  
That came to port on the Fundy tide  
Half a century ago  
In beauty and stately pride?

"In they would come past the beacon light,  
With the sun on gleaming sail and spar,  
Folding their wings like birds in flight  
From countries strange and far.

"Schooner and brig and barkentine,  
I watched them slow as the sails were furled,  
And wondered what cities they must have seen  
On the other side of the world.

"I can see them still, the sun on their gear,  
The shining streak as the hulls career,  
And the flag at the peak unfurling—clear  
As a picture on a screen.

"The fog still hangs to the long tide-rips,  
The gulls go wavering to and fro,  
But where are all the beautiful ships  
I knew so long ago?"

If I linger over St. John, it is because among my own films of memory, the impressions of the Loyalist City, as she is called, are more vivid and sharp than others. That name she derived from one of the most notable events in the history of America, one of the most striking migrations in the story of British peoples. Here in 1783 came shipload after shipload of Tories from Connecticut and New York, in ill favor with successful revolutionists, seeking homes and safety anew in the wilderness under English rule. The event is commemorated in the Province by an annual public holiday, the 18th of May, known as the Landing of the Loyalists.

The St. Lawrence, with Montreal as its great port and its farthest point inland for deep sea tonnage, is perhaps the

most grandiose of all the gateways of the northern continent on the Atlantic. To pass up that majestic sea lane on a great liner on a fair morning in early May, under a bright sun and brilliant cloudless northern skies, the hospitable shores closing in as you proceed, and snow mountains showing far inland to the southwest, is a thrill even for the native born. You are in New France with all its picturesque storied past, following in the wake of discoverers, explorers, pioneers, missionaries, seigneurs, viceroys, settlers, soldiers, and all their attendant hosts, where they came long ago to establish a new empire upon old traditions overseas. There upon its height stands Quebec as you pass, not only an impressive memorial of a bygone age, but a very living center and home of a fine distinctive racial culture and life of the present. That Quebec is tenacious of ancient customs and beliefs and habits which are part of her treasured inheritance is quite true, but it is not more than half the truth. Along with that capacity for clear thinking and sober living which are so natural a part of her heritage, Quebec has continued to preserve the strong vitality and undeteriorated vigor which belong to a youthful and growing people. With his innate dominant love of country, it is small wonder if, to the French Canadian, there is only one authentic and original Canadian, and that is he.

Then Montreal, seated at the confluence of two great rivers, and where French Quebec and English-speaking Ontario meet in amity, and merge their two clear streams of ambition to rear and sustain a young commonwealth—history, geography, commercial economics, all combine to make her the metropolis of the Dominion. There at the foot of her historic mountain, at the meeting place of great transcontinental trade routes and transoceanic lines, there is a visible Old-World dignity in her streets, something lasting and substantial in character—yet with no lack of sound modern enterprise—progressive yet sane.

To mention Montreal is at once to mention her great compeer, Toronto, "on blue Ontario's shore," the most southerly of all the main gateways of the Dominion, and in daily close touch with the northern states across the lake, and with the American West through Detroit and Chicago. Possibly it is her position on this southerly peninsula of Ontario, across which not a little of the traffic between Chicago and New York passes by night and day, and her consequent intimate relations with the States, which has given Toronto some of the characteristics of an American city. Along with her pronounced British sentiments and a somewhat Victorian attitude, and her heritage of the Loyalist tradition which she shares with her sisters of the Maritime Provinces, she has acquired more American enterprise, progressiveness and ambition than they. In extent she is immense, covering like Chicago an enormous area, and possessed by a strenuous industrial energy. In addition to her commercial pre-eminence, in other fields—in arts and letters, in publishing and education—she is not outvalued in Canada. Her University has gathered half a dozen colleges of liberal arts under its wing, and may truly claim an international reputation as a hospitable center of scientific progress and cultural activity, as befits the capital of Canada's wealthiest and most influential province.

It is a long ride from Montreal to Winnipeg, the next great gateway, where many railways converge from north and south as well as from east and west. Young and strong, and touched with the freedom and confidence of the West, she is filled with an amazing vitality—the natural endowment of her climate. Only in the North and in the keen dry air of the plains could one find such a city. The atmosphere is electric, and the social atmosphere equally buoyant and tonic, as it is in all the prairie cities.

It is difficult to be a sluggard in such stimulating conditions. Pessimism does not flourish in the sunlight of this immense North, and life can be lived more intensely there than in more moderate zones. Winnipeg is an inveterate keeper of late hours. Her people never think of bed before midnight apparently. She is wide awake until the small hours of the morning, supping, dancing, playing with all her white lights in full blast. Yet she is up betimes as fresh and bright as you please. This may not insure length of days, but it surely means rapid development and a full and vivid life.

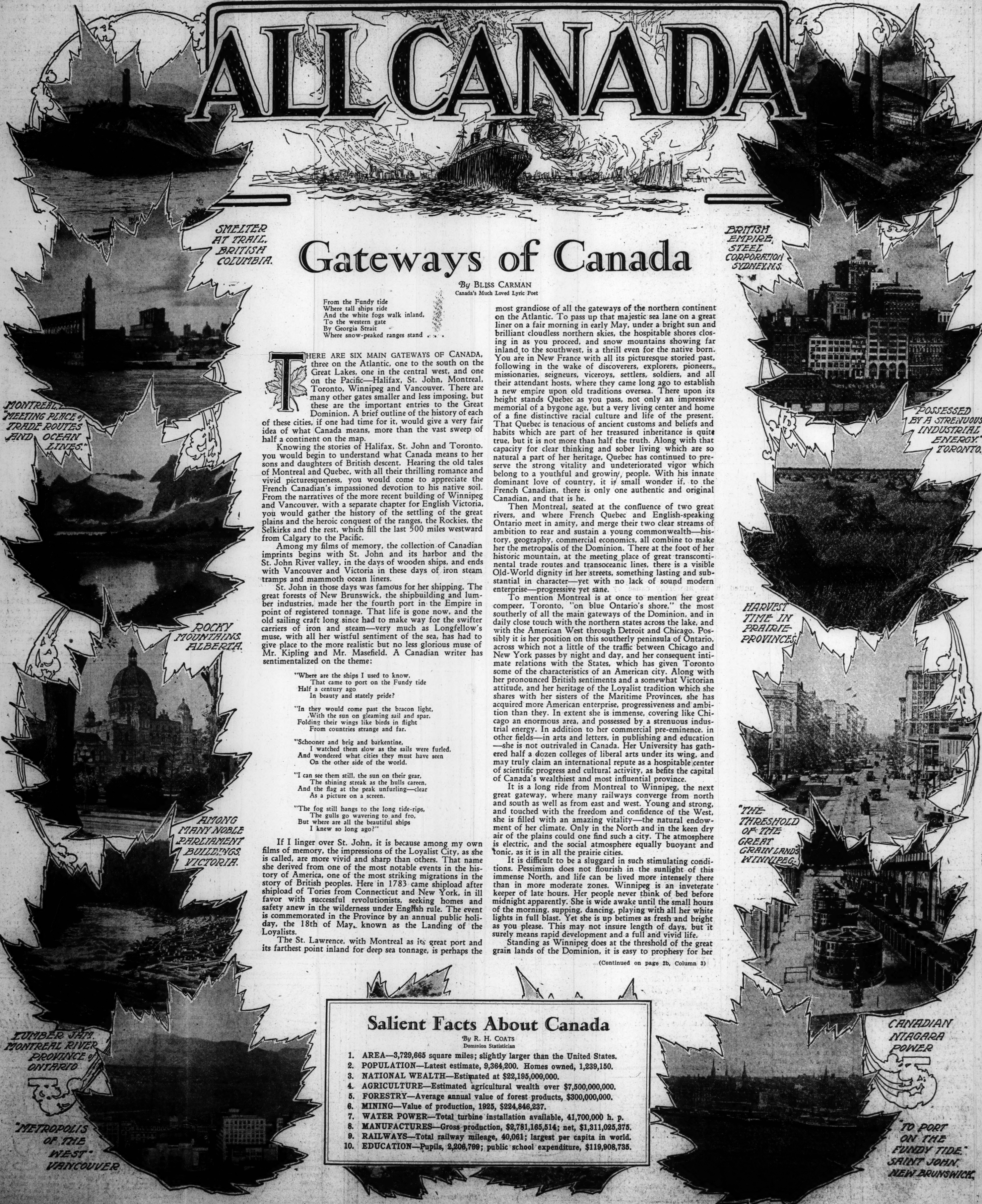
Standing as Winnipeg does at the threshold of the great grain lands of the Dominion, it is easy to prophesy for her

(Continued on page 2b, Column 3)

### Salient Facts About Canada

By R. H. COATS  
Dominion Statistician

1. AREA—3,729,665 square miles; slightly larger than the United States.
2. POPULATION—Latest estimate, 9,364,200. Homes owned, 1,239,150.
3. NATIONAL WEALTH—Estimated at \$22,195,000,000.
4. AGRICULTURE—Estimated agricultural wealth over \$7,500,000,000.
5. FORESTRY—Average annual value of forest products, \$300,000,000.
6. MINING—Value of production, 1925, \$224,846,237.
7. WATER POWER—Total turbine installation available, 41,700,000 h. p.
8. MANUFACTURES—Gross production, \$2,781,165,514; net, \$1,311,025,375.
9. RAILWAYS—Total railway mileage, 40,061; largest per capita in world.
10. EDUCATION—Pupils, 2,206,709; public school expenditure, \$119,908,735.



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MOUNTAINS,  
ALBERTA.

HARVEST  
TIME IN  
PRAIRIE  
PROVINCES.

AMONG  
MANY NOBLE  
PARLIAMENT  
BUILDINGS  
VICTORIA.

"THE  
THRESHOLD  
OF THE  
GREAT  
GRAIN LANDS  
WINNIPEG."

LUMBER SHED,  
MONTREAL RIVER  
PROVINCE OF  
ONTARIO.

CANADIAN  
NIAGARA  
POWER

"METROPOLIS  
OF THE  
WEST"  
VANCOUVER.

"TO PORT  
ON THE  
FUNDY TIDE."  
SAINT JOHN,  
NEW BRUNSWICK.



## CANADIANS ARE — DISTINCT TYPE

Dominion Is Resolved That  
Order Shall Prevail—  
A Religious People

By SIR ROBERT A. FALCONER  
President of University of Toronto  
TORONTO (Special Correspondence)—The Canadian people are not homogeneous like the Australians or the New Zealanders, 98 per cent of whom are said to be of undiluted British origin.

But within these there are in the eastern cities and in the western provinces large numbers who have during the last generation come from Europe, though relatively not so many as in the United States.

Of the total population, now approaching 9,500,000, about 3,000,000 are of French origin. This fact has had and will continue to have important influence on the national life. The fringes where the two races meet are broad and extensive. The French population is increasing both in Quebec and the neighboring provinces and they often hold the balance of power; moreover the treatment of minorities, whether French or English, is always a live question.

Notwithstanding the difficulties that this condition creates in Government, it has probably modified the aggressiveness of the Anglo-Saxon in Canada, resulting in more frequent compromise than would be the case were the people predominantly of one type.

**Quebec Has Real Influence**  
Even if the eight provinces were to agree upon a policy they would have to pay heed to what Quebec would say. A country of which the two outstanding prime ministers have been Sir John Macdonald and Sir Wilfrid Laurier, has a unique character. Perhaps the average Canadian has learned political toleration: in the outside world he seems to have the reputation of getting on with others.

Characteristic of both English and French is their loyalty to the British Crown. In the case of the French this is due to their determination not to be submerged in the United States, with the consequent loss of their distinctive privileges as to language, religion and laws, which they have enjoyed ever since the Conquest. To the Privy Council of Great Britain they appeal if any of these rights or privileges seem to be infringed by the other provinces or by the Dominion Parliament.

**The English Attitude**  
As for the English their attitude to the old land is quite different. It is one of positive regard and even affection. Historically the reason for this is evident. The eastern provinces were for the most part first settled (shortly after the close of the American Revolution) by loyalists from the United States, and until this day a clear strain of attachment to Britain remains in their descendants.

Following these came in the nineteenth century, decads of decads, multitudes from the British Isles, which they left not because of grievances, but in order that they might make a better living for themselves and their children; and even until recently these people have spoken of Britain as "home." In fact this relationship to Britain is one of the strongest bonds that holds the national life of the Canadian provinces together. For it is as powerful in the newer provinces and on the Pacific as in the East. In the Great War no section of the Dominion responded more readily than the West.

**Canadians Are Americans**  
But with all this, Canadians belong essentially to this continent. They are Americans. In fact, some of them resent the exclusive use of the term made by the people of the United States. The French Canadian has lived as long in Quebec as the American in New England or Virginia. There are also English Canadians whose traditions go as far back on this side of the ocean as those of any who have their home south of the border. The Canadian has, therefore, the point of view of the North American continent.

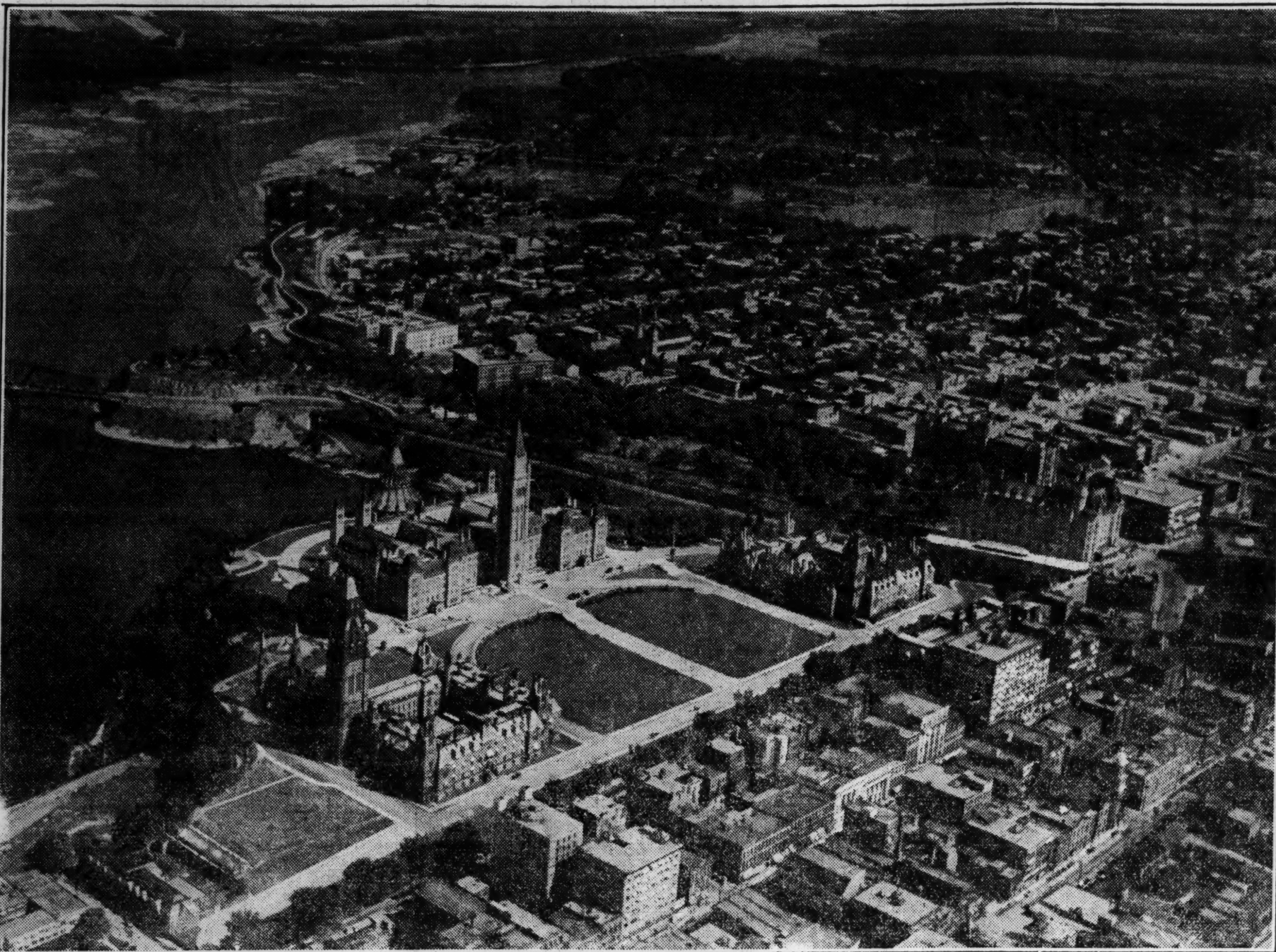
A few years ago one often heard Americans comment on the slow-going ways of Canadians. Of late, however, Canadians have been rap-

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CANADA, AUGUST 16th to AUGUST 28th inclusive.

## Bird's-Eye View of Parliament Buildings and Other Government Offices at Ottawa



Main Parliament Building is Seen in the Center of the Picture, on Either Side and in the Foreground Being Quadrangular Structures, in Which are Housed Several of the Government Departments. On the Opposite Side of the Roadway are a Number of Structures, Official and Otherwise, Including the Well-Known Rideau Club, Which has Included Among Its Members Many Famous Canadians. The Bridge Spanning the Ottawa River Joins Ontario to the Province of Quebec. In the Distance is Seen One of the City's Beautiful Residential Districts.

idly undergoing the process of Americanization.  
Prof. F. J. Turner of Harvard has set forth in a masterly and comprehensive manner the effect of the frontier in American history. Similar effects due to the same causes may be traced in the character of the Canadian people.

Not the least obvious quality of the Canadian people is the resolve that within their borders law and order shall prevail. This purpose is as manifest in the sparsely settled new districts as in those where society has been stable for some generations. In every part of the country, justice is dispensed with a sure and impartial hand.

So the average citizen in any and all of the provinces dwells in security and expects that his rights will be upheld by law. Irregular methods of regulating disorder or visiting displeasure upon unpopular sections of the community are frowned upon and rarely appear.

This law-abiding spirit has been greatly strengthened by the influence of the churches, which are powerful and flourish in all the provinces. Canadians are religious people. They have inherited their institutions from older lands, and these have been a conservative force in the realm of morals.

Thus we have in the Canadians an American people, the larger element of whom were derived from Britain more recently than were their neighbors, and in greater proportion. They have already been fashioned by experience to a distinctly recognizable type, and have acquired a deep pride in and love for their country, which they believe offers unbounded opportunities for the development of a powerful people, peaceful, honest, and intelligent.

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## GATEWAYS OF CANADA

(Continued from Page 1B)

a glorious future and a stabilizing power over the diverse interests of the country.

Any lover of cities, reviewing Canada however briefly, and attempting to enumerate her greater ports of entry, must be loath to omit mention of her lesser gateways, which are many of them so full of interest.

North Bay, where one westward bound first breathes the crisp tang of the great northern winds; Regina, the capital of a huge province of wheat; Moose Jaw, proud of her name, who once righteously exclaimed, "Why shouldn't Moose Jaw have a university? Isn't it just as good a name as Ox Ford?"; Saskatoon, with its beautiful cream-stone houses of learning reared on the high banks of the Saskatchewan; Edmonton, with its commanding site and romantic story, a capital city

with a great university, and with a justly bestowed title, La Porte du Nord; and Calgary, that distinctly smart little city in the lovely valley of the Bow River, over whose banks she looks westward to the tremendous ranges of the Rockies, rising in shining white splendor from the plains. But we must press on.

If these five cities of Canada stir our historic interest and touch our imagination, what is to be said of Vancouver, the sixth great gateway of the Dominion? To an easterner, bred to the magic of the sea, there must always be a lure in seaboard cities that no others can possess.

And a son of the Maritimes cannot help giving his heart to this glorious young city on Burrard Inlet. Her commanding position and splendid harbor, which make her the natural terminus of transcontinental railways, make her Canada's western port. And she has not only the sorcery of the sea but the fascination of the mountains as well. There is a charm of youth about her and a rare freshness. To stroll down Granville Street on a fine morning in spring, past the lavish flower shops, and

look out over that magnificent harbor to the wild peaks on the farther side, is to fall under a gladsome spell such as few other cities can lay upon one. If her lovers must fall to poetizing about her, they can hardly be blamed.

"Where the long steel roads run out and stop.  
And the panting engines come to rest.  
Where the streets go down to the arms of the sea.  
Stands the Metropolis of the West.

"There the adventurous ships come in  
With spices and silks of the East in hold.  
And coastwise liners down from the North  
With cargoes of furs and gold.

"Traders up from the coral isles  
With tales of those lotus-eating lands.  
And smiling men from the Orient  
With idols of jade in their hands.

"Tyne and Sison, where are they?  
Where is the trade of Carthage now?  
Here is Vancouver on English Bay.  
With tomorrow's light on her brow!"

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## OTTAWA LAUNCHED ON CAREER 100 YEARS AGO THIS SUMMER

Picturesque Capital of Canada Had Rivals for Honor in  
Four Other Centers—Decision in Its Favor Was  
Given by Queen Victoria

OTTAWA (Special Correspondence)—Ottawa, Queen City of the North, capital of one of the greatest Nations of that great Commonwealth of Nations known as the British Empire, launched upon its brilliant career just 100 years ago this summer, when Colonel By of the Royal Engineers and his British redcoats began the building of the Rideau Canal. The excuse for the canal is gone (the transportation of military supplies to the American border); the original name of Bytown is gone; the muddy streets and settlers' shacks are gone, and a many-towered town, crowned by its magnificent House of Parliament, looks down upon the broad waters of the Ottawa, looks southward over wide fertile farms, looks northward into the unbroken forests and tumbling hills of the Gattineau.

As late as 1859 there were rivals for capital honors—Kingston, Toronto, Montreal and Quebec, put in their claims—but Queen Victoria, at the request of Sir John A. Macdonald and other leading Canadian statesmen, gave a decision that has proved eminently wise. The following year Albert Edward, Prince of Wales, laid the corner stone of the Parliament buildings, afterward celebrating the occasion by shooting the chutes of the Chaudier on a lumbermen's crib. The main building was burnt in February, 1916, but the new one has been built on a larger scale and is considered one of the finest bits of architecture in the Dominion.

Ottawa is famous commercially for her lumber and paper mills, esthetically for her poets. Such names as Archibald Lampman, William Wilfred Campbell and Duncan Campbell Scott stand high in the annals of Canadian literature. The Dominion Experimental Farm on the outskirts of the city is another of her assets. Here originated Marquis wheat, which has revolutionized wheat growing throughout the Continent. The National Gallery, the Royal Mint, the Dominion Archives, Rideau

Hall and the Victoria Museum are also points of particular interest to all who visit Ottawa.

After all is said and done it is the city's sheer beauty and charm that have most impressed the visitor and inspired the poet.

## WINDSOR ANTICIPATES A PROSPEROUS YEAR

WINDSOR, Ont. (Special Correspondence)—Windsor, largest of the six sister municipalities known as the Canadian border cities, anticipates a year of record prosperity in response to the quickening industrial situation. Windsor, with a population of 56,433, combines the advantages of an industrial and a residential city. Thousands of its residents cross the Detroit River to work, an arrangement which permits them to enjoy Windsor's quiet during their leisure.

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## CHURCH UNION HISTORY TRACED

Amalgamation in Canada Called Glorious Reality—Real Success Only Begun

By THE REV. DR. GEORGE C. PIDGEON  
Moderator, United Church of Canada

TORONTO, Ont. (Special Correspondence)—On June 10, 1925, the Congregational churches of Canada, the Methodist Church, and the Presbyterian Church in Canada came together to form the United Church of Canada. The act of union was celebrated by a communion service in which over 7500 persons joined. It was an experience never to be forgotten by those who had a part and place in it.

This union had its root in many previous unions. The first church union in Canadian history took place in 1817, when the Burghers and Anti-Burghers of the Maritime Provinces came together. The issue that had separated them belonged to Scotland and did not exist in Canada—hence the possibility of union. By this union they established two principles which have governed Canadian church history since. The first is that when the issues, which caused divisions in other times and in other lands, do not exist in Canada, the memory of them is not to be allowed to keep believers apart.

The second is that the denomination is not to be preserved for its own sake. What it has in common with other Christians is more important than the points on which it differs from them, and whenever the principle, or truth, which it came into being to maintain, is accepted by others, the reason for keeping apart from these others ceases to exist.

**Presbyterian Union**  
Consequently, this first union was followed by many others. Beginning in 1817 and culminating in the union of all Presbyterian bodies in 1875, there took place nine formal unions among Canadian Presbyterians bringing together 18 different bodies. Likewise there were eight Methodist unions, bringing together 18 separate churches, and culminating in the union of all Canadian Methodists in 1884. There were two Congregational unions, bringing together three denominations.

Thus the three churches, which joined forces on June 10, 1925, to form the United Church of Canada, were themselves the product of 19 ecclesiastical unions, bringing together at least 39 denominations originally organized separately on Canadian soil. It may well be said that church union is indigenous to Canada. The conditions under which the churches worked here and the air they breathed in this new land tended to make them forget their differences in the all-important truths and principles which they held in common.

**Factors Making for Union**  
Among the factors which brought about this larger Union were the following:  
1. Each of the Unions just mentioned was consummated in the expectation of a Union wider still. Hence after the Unions of 1875 and 1884, the leaders of the churches began to pray and plan for a more comprehensive Union. Meetings for discussion of the subject were held in different parts of the country, and various practical measures taken to make their dreams come true.

2. There was no question of conscience separating these churches. Difficulties met in negotiating with Anglicans or Baptists did not exist here. These three churches were together in every moral reform campaign and in every spiritual revival, and each such period of co-operation for a special end left behind a lingering regret that they could not be together in everything.

3. The volume of immigration and migration into our new provinces made it impossible to meet their religious need if these churches continued to compete against each other. The late Dr. J. A. Macdonald once said that when immigration into the United States was at its height it

never rose higher than 1½ per cent of the population in any one year. When immigration into Canada reached its highest point just before the war, it was 4½ per cent of the population in one year. Add to this the volume of migration from older to newer Canada, and the magnitude of the churches' task can be realized. They had to join forces to cope with it if Canada was to be Christian.

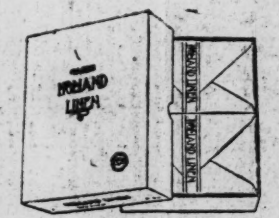
4. In 1889 co-operation was started. But it only went half-way. Besides, it conceded the basis of Union. If the Methodist Church considered it a safe policy to leave their people on the frontier in the pastoral care of Presbyterian ministers and if the Presbyterian churches considered it safe to leave their people under Methodist ministers, each showed its belief that there was no truth essential to salvation omitted or perverted by the other. There was therefore no vital issue dividing them.

**Negotiations Began in 1902**  
5. Negotiations for Union began in 1902. The final vote on Union was taken by the Presbyterian Church in 1915-16. The other two bodies had acted previously. From that time forward Union was the policy of the three churches.

6. After the final decision of the Presbyterian Assembly in 1918, strong opposition to Union arose in that body. The people were distracted by the war, and nothing could be consummated until it was over. So it was agreed in 1917 to drop all controversy until two years later.

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## One of Church Unionists' Places of Worship



Photo by Arthur S. Goes, Toronto, Canada  
METROPOLITAN UNITED CHURCH OF TORONTO  
In This Handsome Edifice Canadian Presbyterians, Methodists and Congregationalists, Who Recently United, Conduct Their Services.

members did enter. The other two bodies were practically unanimous. There are now 8590 worshipping units or congregations in the United Church of Canada.

Greater than their numbers is their enthusiasm. They are determined to carry on and develop all the mission work at home and abroad which the three uniting churches were doing, and they have raised the money for that purpose. The meetings of the 10 conferences recently held were marked by a deep joy in the new and wider fellowship that was theirs. Already their work is advancing in every province of the Dominion. The United Church of Canada has already been received by world-wide Alliance of Presbyterian Churches, and in the same way will their relationship be maintained with Ecumenical Methodism and world-wide Congregationalism.

**Enthusiasm Is Unbounded**  
The rest of the story is easy to tell. In 1921 the question was again taken up seriously. In due time legislation was secured from the Dominion Parliament and the provincial legislatures. About 30½ per cent of the members of the Presbyterian Church voted to go out of the Union; 784 worshipping units or congregations, or Presbyterians refused to enter the United Church. But 3723 worshipping units or congregations, nearly all the missionaries, and nearly three-quarters of the

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## SOUND FINANCIAL POSITION ASSISTS CANADA'S PROGRESS

Domestic Industry Mainly Connected With Development of Natural Resources—Foreign Trade Largely With United States and Great Britain

By DR. ADAM SHORTT

Member Preparatory Committee, World Economic Congress; Chairman Board of Historical Publications in connection with the Public Archives of Canada

**OTTAWA (Special Correspondence)**  
—In a practical estimate of the general financial position of Canada, it is well to observe, in the first place, the essential nature of her domestic industry and foreign trade.

Far the greater part of her domestic industry is connected with the primary development of her natural resources. Agriculture alone accounts for 40 per cent of the total product of wealth in Canada. The chief other natural products are connected with forestry, mining, fisheries, etc.

On the basis chiefly of these natural products, with some minor accessions from abroad, the manufacturing industry of the country depends, and produces approximately 38 per cent of the total productive wealth of the country.

The next important basis of our financial position is the foreign trade of the country. This trade is very largely connected with only two countries, the United States and Great Britain. Of Canadian imports for the last three years, practically 83½ per cent comes from these countries, 18 per cent from the United Kingdom and 65 per cent from the United States. Of our exports, 76 per cent goes to these countries, 3½ per cent to the United Kingdom and 30 per cent to the United States.

**American Trade**  
Much the greater part of our trade with the United States is either in raw materials, such as coal, oil, raw cotton and other fabrics; fruit, sugar and other food products, or slightly manufactured materials for our industries, as iron and steel, chemicals, fabrics, machinery and other implements of production.

From Britain, on the other hand, come chiefly our imports of the more highly manufactured goods in great variety. The other 15 per cent of imports and 25 per cent of exports are scattered over the remainder of the world, and although in themselves also of a very stable character, they could not in any case be materially affected by the financial vagaries of any of these nations.

Canada being a country of great natural resources, it naturally requires large supplies of capital, both domestic and foreign, for its economic development. Before the war the greater part of the capital supplied from without came from Great Britain; yet much the larger amount of that invested by those who conducted their own enterprises in mining, etc., came from the United States.

At that time capital was more available in Britain, and at lower rates, than in the United States. Since the war, of course, these conditions have been reversed, and the United States has become the chief source of external capital for all purposes.

Unlike many other countries engaged in the war, although taking a large and costly part in it during the whole period of its duration, Canada

emerged with a sound financial credit and quite recoverable currency. This was largely due, as in a few similar cases, to a very substantially increased taxation both during and after the war.

Had it not been for our national folly in connection with railroad construction before the war, Canada would not only have supported its war debt with unimpaired national credit, but would already have substantially reduced it.

It is true that in American exchange rates, which rose decidedly during the war, Canadian exchange was at a certain discount, but not so greatly as that of Britain itself, which has since recovered to the extent of re-establishing the gold standard.

**Supply of Capital**  
Canada has not specifically re-established the gold standard by law, but this is of very minor significance in her case. In the first place, so soon after the close of the war as Aug. 30, 1922, Canadian exchange returned to par with the United States. Since then it has occasionally stood at a premium, but never at any serious discount. Thus Canada's exchange and all that depends upon it has enjoyed all the practical advantages of being on a gold standard.

On the other hand, as Canada, owing to its financial relations with the New York money market, does not require to maintain within itself a world market for the supply of capital and for the regulation of exchange, it is not necessary that she

should hold, virtually in practical idleness, large supplies of gold to meet all possible temporary fluctuations on the exchange market.

Inasmuch, therefore, as Canadian capital supply and exchange transactions are intimately connected with the two largest financial world markets, London and New York, Canadian credit is thoroughly understood and strongly supported on the soundest possible basis, and at a minimum of cost.

Closely associated with the position of Canada is its distinctive banking system. By permitting the free development of branch banking, this system includes at once the establishment of the most local and limited banking institutions, and the maintenance of great banks with branches not only throughout Canada but also in London and New York, with other centers of the United States, and even in the West Indies and South America.

These banks occupy a very important place in international exchange and world finance. This explains why Canada finds no necessity to maintain a weak independent center of international exchange within its own borders. It explains also why Canadian credit is so thoroughly understood, and Canadian facilities are so great for procuring the most liberal supplies of capital for all legitimate purposes at very favorable rates.

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Inasmuch, therefore, as Canadian capital supply and exchange transactions are intimately connected with the two largest financial world markets, London and New York, Canadian credit is thoroughly understood and strongly supported on the soundest possible basis, and at a minimum of cost.

Closely associated with the position of Canada is its distinctive banking system. By permitting the free development of branch banking, this system includes at once the establishment of the most local and limited banking institutions, and the maintenance of great banks with branches not only throughout Canada but also in London and New York, with other centers of the United States, and even in the West Indies and South America.

These banks occupy a very important place in international exchange and world finance. This explains why Canada finds no necessity to maintain a weak independent center of international exchange within its own borders. It explains also why Canadian credit is so thoroughly understood, and Canadian facilities are so great for procuring the most liberal supplies of capital for all legitimate purposes at very favorable rates.

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## Amity of United States and Canada Stronger Than Ever

Desire for Accommodation and Compromise Has Replaced Former Antagonism

By SIR JOHN WILLISON  
Correspondent in Canada for The London Times

TORONTO, Ont.—There has been through a generation a steady growth of good feeling between the United States and Canada. Asperities have been softened and prejudices have been overcome. There was a time of acute tension over the Atlantic Fisheries, and the rejection again and again of Canadian proposals for reciprocal trade relations between the two countries. In more than one political contest in Canada feeling against the United States was exploited to serve the interests of party candidates and probably Americans will not deny that in successive Presidential campaigns there were attacks upon Great Britain which Canadians resented even more strongly than did the people of the mother country. There were suspicions of a design at Washington to force the Dominion into "an annexation" and there were those in Canada who believed that political union with the Republic was the inevitable destiny of the British North American provinces.

### A Broader View

Those days have gone and one feels that they will not return. More and more in Canada have come to believe that American fiscal policy is not peculiarly designed to injure Canadian manufacturers and producers. It is now seldom suggested that there is a political motive behind the American tariff. We have had many evidences of a generous and neighborly disposition at Washington. There was, for example, the removal of discriminatory tolls on the Panama Canal. For many years there has been no suggestion of abolition of the bonding privilege. There has been no thought of interference with the American extensions of Canadian railways. In times of acute fuel scarcity American Governments have firmly refused to restrict shipments of coal to Canada. During the war, when the industries of the Dominion could have been seriously embarrassed by refusal of necessary materials and products from the United States, no hostile regulation or legislation was enacted. There is still perhaps possibility of differences over the fisheries, but alike at Washington and at Ottawa all arguments are approached in a spirit of accommodation and compromise.

### Adjustment of Disputes

The International Waterways Commission has been peculiarly successful in adjusting disputes, if that be not too strong a word, in boundary waters by unanimous agreement, with a single regard for international convenience and equity, and without appeal to the Governments whose interests they interpret and whose interests they protect. In all history there is no finer example of the relation which ought to exist between two neighboring communities. It may be that the beginning of this achievement lies back in the old Treaty of Ghent, but ancient treaties survive only because their spirit lives in governments and peoples. We are apt to think, when we rejoice in the century of peace between Canada and the United States, that so great a thing was made possible only by the temper and grace of a new continent exempt from the jealousies and rivalries of Old World nations. But we ought not to forget that the Parliament and Sovereigns of Great Britain have a part in the glory of this achievement and that in the old days when Canada leaned upon Great Britain as she does not lean today the will of the British Empire to make this continent a land of peace and a home of freedom was as great, as determined and continuous, as was the will of Washington or that of the Canadian Provinces. It ought not to be forgotten that at times when Canada has been fretful Great Britain has been patient and prudent, that time and again both at Britain and Canada have returned the soft answer to Washington and that again and again at Washington—one needs only to recall the Civil War of the Sixties—American Presidents and the American Congress have made peace the prime interest of the

English-speaking peoples. And through all the century no great interest of the United States or of any portion of the British Empire has been sacrificed nor does any wound remain which festers in the memory of this generation.

### Complete Co-operation

We have an international organization of labor in which there is no flavor of political intrigue nor any design to subordinate Canadian to American industries. Between the universities of the United States and those of Canada there is not so much a generous rivalry as a complete co-operation for all the good ends of civilization. More and more freely American capital flows into Canada for the development of Canadian resources and the expansion of Canadian industry. But there is full evidence that those industries of American origin desire only to maintain an industrial policy purely national in spirit and purpose and wholly identified with the commercial and industrial interests of the Dominion. There are thousands of American farmers in the western provinces and not a few in the older provinces of the Dominion, but no one thinks of these people as a separate group in the Dominion or as less Canadian in spirit and purpose than the native French and British elements. During the Great War in all patriotic movements and services Americans in Canada were as active and devoted as those who were born in the country or came to us from the British Islands. In short, there is no separate American element in the Dominion nor any problem arising out of the investment of American capital or the inflow of American settlers. Wisely or unwisely there is a formidable body of support in Canada for joint construction of the St. Lawrence International Waterway, and fortunately Canadians are not alone in their opposition to diversion of water from the Great Lakes by the Chicago Drainage Canal.

### Interest in American Politics

During the winter and spring thousands of Canadians go south or go to California. There is only less interest in Canada in an American presidential election than there is in the United States. We follow the fortunes of the baseball leagues with close and continuous attention. In commercial fashions we are American. United States publications constitute a great portion of the reading of Canadians.

We never were so close to the United States socially and assuredly never closer to Great Britain politically. We are protectionist, too, as the United States is protectionist, but more strongly affected by a western agrarian element which leans unmistakably toward lower tariff. But, as has been said, we have ceased to regard the American tariff as a chief political grievance or as a legitimate cause of friction between the two countries. It is for the United States to settle its own fiscal policy and for us to do likewise.

Despite the complete loyalty of Canada to Great Britain and the common desire of the people for closer trading relations with the other British dominions, there never has been heretofore in the Confederation so strong a feeling of Canadian nationalism or such jealous concern for the exercise of a free judgment upon all those questions which affect imperial relations and imperial policy. In this spirit of nationalism, however, there is no flavor of enmity to the United States nor any slackening in devotion to the British Commonwealth.

## Canada's College in Overalls Carries Education to Workers

Instructors Don Laborers' Garb and Work Side by Side With Men in Lumber Camps and With Miners, and Both Experience Benefit

TORONTO (Special Correspondence).—A quarter of a century ago the Frontier College, first known as the Reading Camp Association, was formed by the Rev. Alfred Fitzpatrick, a Presbyterian minister.

The association was later renamed the Frontier College, with the founder as principal. It now has a Dominion university charter, with authority to confer degrees. This college follows in a modest way, the example already set for the world by University of London.

The college occupies a unique place in the sphere of education, for it is a university in overalls. It has sent numerous graduates and undergraduates, mostly of Canadian and American universities, to act as instructors in construction, lumbering, and mining camps. The teachers don overalls and work side by side with their pupils at hard manual labor, helping in their spare time to educate the men, many of whom have been deprived of even elementary education.

No favors are expected, or asked, and few are given. Many employers in various parts of the Dominion have generously co-operated with the Frontier College. Railways provide cars and attach them to their "extra-gangs." The Ontario Hydroelectric Commission has, also, liberally provided accommodation for Frontier College instructors at the large construction camps.

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## BRITISH EMIGRATION TO CANADA LARGER THAN TO UNITED STATES

Extraordinary Shift Experienced in Relation to the Securing of Capital—Dominion Empire Trade Exceeds \$1,000,000,000

OTTAWA, Ont. (Special Correspondence).—"In the problem of British unity," declared Richard Jebb a few months ago, "economic relations are fundamental." An important factor in the problem, all will agree, but whether they are the fundamental and decisive factor will be more questioned. Is the trade which each part of the British Empire carries on with the other parts the most important phase of its commerce? Is it tending to become more important? Can it be made the exclusive or even the dominant phase?—these are questions of fact which can be easily answered and questions of policy not so easy of answer. But when they are answered, the more fundamental questions remain: Do close trade relations necessarily involve close political relations? Can ties of trade bind as closely as ties of kinship and tradition and community? And for all the forceful arguments of the believers in economic determinism, probably most students of the factors which have brought the British Empire together and hold it together today would say "No" to both.

Whatever light inter-empire economic relations may throw on the political future, they are of distinct interest in themselves.

**Men, Money and Markets**  
From Great Britain's angle, the question falls into a consideration of men, money and markets. Can the surplus population of Britain be settled in the underpopulated Dominions; can capital be induced to follow; and can new markets thus be built up? It is to take the place of old ones now in jeopardy? More anxious consideration has been given these questions in the years since the war than at any time in Britain's history, but the obstacles have been serious and a complete solution not yet found.

As to men, Britain's surplus is not being drawn away; the net emigration in any recent year has rarely been more than a third of the natural increase of population, and is of late only half or a third of the pre-war net emigration. But renewed efforts are being made, and meanwhile such movement as exists is predominantly to other parts of the Empire: British net emigration to Canada alone has exceeded that to the United States and to all other overseas foreign countries each year since the war, both before and after the quota law was enacted. As to capital, the strain of the war on Britain's resources and the necessity it created of home efforts in the Dominions have resulted in an extraordinary shift: in the five years before the war, of Canadian capital secured by bond issues 75 per cent was provided in Great Britain, 11 per cent in the United States, 14 per cent at home; while in the five years 1920-24, the percentages were, respectively, 1, 42 and 57. The change was not so great, however, in the case of other Dominions, and since 1924,

with British financial prestige firmly re-established by a skilful and courageous policy, the London market has offered greater inducements to overseas borrowers. As to markets, the record is more favorable: the percentage of British exports taken by other parts of the Empire rose from 37.3 before the war to 38.5 in 1924—or precisely the figure in the year when Joseph Chamberlain launched his campaign of imperial preference.

**Trade With the Empire**  
Turning to the question as it appears from Canada's angle it is to be noted that Canada's trade within the Empire now exceeds \$1,000,000,000 a year. In the tremendous expansion of external trade which has marked the past 30 years, particularly in exports, resulting in giving Canada second place among the world's peoples in per capita exports and fifth place in absolute amount, surpassed only by Great Britain, the United States, France and India, inter-imperial trade has had a notable share.

Great Britain is this year Canada's best customer, taking over eight times as much as on the eve of the war. In four years out of seven since the war Great Britain has led; in three, the United States, the outcome depending largely on the value of the wheat crop, which provides far and away the largest item in our exports to Britain. The rest of the Empire takes some \$90,000,000 of our products, or nearly four times as much as in 1914. It is true that relatively our Empire exports do not show the same advance; 30 years ago Great Britain and the rest of the Empire took 65 per cent of our exports; just before the war, 55 per cent, and today 45. This decline is not due to the growth of our exports to the United States, notable though that has been, so much as to the growth of exports to foreign countries overseas.

**Outlet for Products**  
Great Britain remains the chief outlet for our farm products, and the United States for forest and mine. Britain takes most of our wheat, oats and barley, cheese and butter (30 years ago our cheese exports to Britain were six times greater than our wheat, now wheat is eight times cheese), bacon, apples, live cattle, (three times as much as to the United States), lead, and refined sugar; the United States takes our paper (nearly 100,000,000 tons a year), wood pulp and pulpwood, lumber, gold, silver, copper, nickel and aluminum, as well as leather, furs, fresh fish, and milk and cream. These lists include some very important manufactures, but as regards a notable list of factory products, it is not to either Britain or the United States, but to the dominions and to foreign countries overseas that we look for sales. It is these two groups which take the great bulk of Canada's exports of flour, motorcars, agricultural implements and other machinery, including electrical apparatus, rubber products and many lesser items which afford a very welcome outlet for Canadian manufacturers. New Zealand was our largest customer for motorcars last year, with Australia a good second, while flour bulks large in over a score of countries from Germany to China and from Iceland to South Africa.

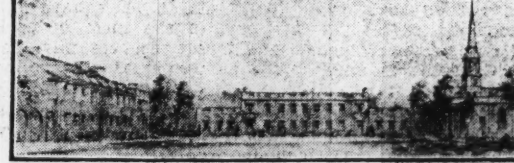
### Inter-Empire Trade

Preferential trade arrangements have played a part in inter-empire trade development, but how great it will be difficult to determine. Great Britain grants a preference to Empire products on a limited number of imports which were subject to duty; sugar and motorcars are the only Canadian products so assisted in any notable measure. Canada's pioneer example of granting a preference to British goods has been followed by all the other dominions except Newfoundland; India grants no preference.

A recent British official survey states that Canada, with the highest tariff in the Empire, granted in 1924 a smaller average preference on British goods than Australia or New Zealand; since that year Australia has increased its tariff and Australia and New Zealand have imposed more rigorous tests of British origin. South Africa during the past year has remodeled its tariff so as to limit preferences to a special list in the case of each part of the Empire and of foreign countries, with Great Britain alone thus far receiving most favored nation terms. The conclusion of Canadian trade agreements with Australia and with the British West Indies in 1925 indicate continuance of the established policy of exploring all avenues of inter-empire trade.

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## INTERNATIONAL COMMISSION GIVES SERVICE TO TWO NATIONS

Though "Practically Unknown," the Joint Organization Has Solved Many Problems of Far-Reaching Importance

By LAWRENCE J. BURPEE  
Secretary for Canada of the International Joint Commission

OTTAWA (Special Correspondence).—In my mail recently I found a letter from a college professor telling me that one of his graduate students had prepared a thesis on the International Joint Commission, but that there was no prospect of publishing it as the commission was "practically unknown."

Why is it that after 15 years' service to the United States and Canada it can be said of this international tribunal that it is "practically unknown"? Probably because, like the Supreme Courts of either country, it does not, and from its nature cannot, advertise itself.

The six members, three Americans and three Canadians, who constitute this tribunal do not, as is sometimes supposed, function as separate national sections. They do not, in the usual diplomatic way, meet each side lodged to secure the maximum advantage for its own country at the expense of the other. On the contrary, they are pledged to, and do, study and decide each problem brought before them as a single international body determined to reach a solution that will be in the best interests of all the people on both sides of the boundary. Their constituency and their point of view are American in the continental sense.

Under the terms of the Treaty of 1909, the commission is vested with a threefold jurisdiction. For certain classes of cases it sits as an international court; in fact, as a final court of appeal for the two countries. In that capacity it has disposed of a large number of applications, sometimes originating in the United States, sometimes in Canada.

The commission also becomes, under another clause of the treaty, an investigatory body, to which either or both governments may refer questions arising along the common frontier for examination and report. In this sense the commission has dealt with such problems as the pollution

of boundary waters, the levels of the Lake of the Woods, and the question of a deep waterway from the Great Lakes to the sea. Here it has no final jurisdiction. It investigates the question; reports its conclusions and recommendations; and leaves the final decision to the governments. Occasionally people become sufficiently alive to its existence to blame it because no effective action has been taken upon its recommendations. Their criticism is directed to the wrong quarter.

Finally, the commission is constituted, under article 10 of the treaty, a tribunal for the final determination of any question at issue between the United States and Canada. No occasion has yet arisen to take advantage of this clause of the treaty, and, apart from all other considerations, it is perhaps safe to say that the International Joint Commission should not be used as a species of the Hague Tribunal for the United States and Canada until the people of the two countries are sufficiently alive to the character of the institution and have faith in the fair-mindedness and common sense of its members. After all, those are the qualities that must be brought to the acceptable solution of any dispute, whether it is between neighboring individuals or neighboring countries.

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## IDEA OF CANADA'S RIGOROUS CLIMATE IS BASED ON ERROR

Generally Regarded as Uniformly Cold Country, It Has Wide Variety of Temperature, and in British Columbia Seasons Resemble Those of England

By SIR FREDERIC STUPART  
Director, Dominion Meteorological Service

TORONTO, Ont.—From time to time the writer's attention has been drawn to the fact that there appears to be an unfortunate misconception among people in Europe and also in the great Republic to the south of us regarding the Canadian climate. Notwithstanding the fact that the western provinces of the Dominion are noted for the high quality and great volume of the wheat shipped annually to other countries, in spite of our country's reputation as a splendid stock-raising land, and also as a land of orchards which supply Europe's markets with hundreds of thousands of barrels of fine apples—

notwithstanding all this, Canada is thought of as a cold country, rather than a land of sunshine and plenty. It certainly is true that in all the provinces except the lower mainland of British Columbia our winters are cold and at times unpleasantly cold, but the necessity of providing adequate artificial heating in the houses of the country is so well recognized that the average home in Canada in winter is much more comfortable than in climates where many rainy days and much chilly weather and houses inadequately warmed make living decidedly uncomfortable to a Canadian who has been accustomed to an indoor temperature of 70 degrees.

### Toronto in Latitude of Florence

But why should people think of Canada as a semi-arctic country? The most southern part of Canada is in the same latitude as Rome, Italy. Toronto is in the same latitude as Florence, and Montreal is over 200 miles farther south than Paris, and Winnipeg 100 miles south of London; all the peninsula of Ontario and southwestern Nova Scotia lies nearer to the equator than the pole. The portion of Canada which lies more southerly than the north point of England is enormously vast and includes the agricultural land of Alberta and Saskatchewan.

It is true that to the northward, Canada extends into the subarctic where summers are all too short for agriculture and winter overlaps the spring and seriously encroaches upon summer. But what matter of this, the frozen regions of Canada have in many places proved to be veritable El Dorados, and even apart from mineral wealth, these northern regions with wonderful water powers possess potential values of no mean order.

To those who think well of the climate of Britain, the Canadian province of British Columbia will be quite attractive.

In Vancouver Island and in the lower mainland, the spring flowers appear quite as early as in England, and last as late in the autumn. The holly and the mistletoe and the laurel and broom are common, and the wild profusion of summer flowers between May and October is no less attractive than in northern Europe.

**Vancouver's Early Spring**  
A letter written in Vancouver March 31, 1926, contains the following: "This has been a month of the most delightful weather, every day has been sunny and warm. We had our first feast of asparagus and rhubarb on Monday, much earlier than usual, and we have cherry and plum trees covered with bloom."

While, however, the climate near the coast is somewhat similar to that of the British Isles, not so that of the mountainous regions and the interior plateaus. The change between the west and east sides of the coast range of mountains is decidedly abrupt. The Pacific winds are deprived of much of their moisture in ascending the western slopes of the mountains; and the air flows eastward and is drawn down to lower levels, becoming drier and warmer. Hence the interior plateaus between the coast and the Selkirk ranges possess a relatively dry climate; the summers are warmer and the winters colder than on the lower mainland. The cold of winter, however, is seldom severe.

In the more southern districts the mean temperature of April corresponds very closely with that of the same month in England, while the summer is somewhat warmer than an English summer.

The climate of the western provinces is essentially the same as that of the north-eastern states of America; the summers are almost identical in warmth and the winters but little colder. Toward the end of April or by early May the farmers are sowing their grain and with rap-

idly rising temperature the wheat fields are soon green. Bright warm days are prevalent from June to September with just sufficient showers to make growth rapid. An average mean maximum in July of 78 degrees at Winnipeg, 79 degrees at Regina, 82 degrees at Medicine Hat and 75 degrees at Calgary indicates a not unpleasant warmth, while corresponding minima show that the nights are cool. Temperatures exceeding 90 degrees occur occasionally in nearly all years. The winter on the Canadian prairie is of about five months' duration and is normally distinctly cold.

The climate of that portion of Ontario which lies north of Lakes Superior and Huron differs considerably from that of the part which lies east of Lake Huron and north of Lakes Erie and Ontario, especially in winter, when the former, in addition to lying farther north, is less affected by the tempering influence of the lakes.

### Vegetation Makes Rapid Progress

In the southern districts the vegetation makes rapid progress in April; before the end of the month the trees are partially in leaf, and at times temperatures of 70° and over are recorded. May is almost invariably a delightful month, with a mean temperature ranging between 52° and 55°, and by the last week all trees are in full leaf. The summer months are decidedly warm, with much sunshine and very few rainy days, most of the precipitation which occurs falling in showers or thunderstorms which give sufficient moisture to the rapidly ripening crops. It is seldom that ground frosts occur until October, which month, with its superb weather and glorious autumn tints, is one of the finest of the year. November, with the shortening days, is often wet, but snow rarely falls until December, in which month the winter sets in with blustery weather and occasional snowfalls, sometimes followed by cold spells during which the temperature may fall to zero or lower. January and February are truly winter and the ground is usually snow covered. With March comes the snow of spring. In most years all snow has disappeared by the middle of the month and by the end the trees are beginning to bud.

The Province of Quebec comprises

## Some of the Attractions Canada Offers to the Lover of the Great Outdoors



where forest still clothes half the land and

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### Where to Camp

Will it be out upon the undulating prairie billows, flecked with the painted foam of flowers, furrowed with wide valleys, islanded with timber, bounded on the west with the foothills of the Rockies? Will it be among the dark crosses of the Selkirk or the Coast Range, where the seasons change with the altitude and the grizzly and mountain sheep stare upon man with inquisitive eyes? Or perhaps the camper will choose the black firs of Labrador, or the barren grounds of the Northwest Territories—that are anything but barren; or the broad bosom of the Mackenzie, even down to the Arctic Ocean, where a couple of red-coated police hobnob with the polar bear and the igloo dwellers of Coronation Gulf.

Camping in New Brunswick usually means the light canoe, urged along by pole or paddle; the climbing of narrow, shaded streams; or the running of them with quickened pulse and spray in the face; the pitching of tents in the balsam dusk and the rising at peary dawn to dip in the amber eddies and watch the moose fade into the coverts. Kipling must have been dreaming of New Brunswick when he wrote: Do you know the blackened timber—do you know that racing stream— With the raw, right-angled log-jam at the end; And the bar of sun-warmed shingle where a man may bask and dream To the click of shod canoe-poles round the bend?

### Little Inland Seas

There is more lake country in Ontario and Quebec. Across every portage lies a little inland sea, as it was in the beginning, forest-walled and loon-haunted. Timber wolves bay at the moon; beavers dam the outlets; porcupines waddle into the tent after bacon rind, and man is the only interloper. If those big wild

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## Visits of Touring Thousands Aiding Dominion's Prosperity

9,000,000 Entered by Automobile Last Year and Rail Traffic Added Its Share—Canada Just Realizing Value of Its Scenic Possessions

OTTAWA (Special Correspondence)—"Tourist traffic" is fast becoming one of Canada's greatest national assets, being valued already at more than \$100,000,000 a year, and the possibilities for further development appear almost unlimited. As an instance the number of motor-cars entering the country on visits jumped from 93,300 in 1920 to 1,329,210 in 1924, and to nearly 2,000,000 last year. Allowing an average of 4½ passengers per car—a conservative estimate—this means that approximately 9,000,000 visitors entered Canada by automobile alone in 1925, or more than its total population.

In addition to these the traffic by rail was very heavy, both lines reporting an increase of from 20 to 35 per cent. While these visitors may not add to Canada's producers, they undoubtedly add to her consumers and provide a home market not only for her foodstuffs but for other products purchased by the tourists. This traffic also provides employment for a large number of people who cater to the various needs of the visitors.

### Scenic and Historic Interest

The national parks have played no small part in this new and profitable business. These great reservations of scenic, animal and historic interest, located in different parts of the country and covering a total area of 10,000 square miles, are annually growing more popular both at home and abroad. In 1924 more than 250,000 people visited the 11 national parks, the most important, Rocky Mountain Park, claiming \$5,000 of these.

The rate of increase is due in great measure to the building of roundabout motor roads into the very heart of the rocky wilderness, the new Banff-Windermere highway being particularly notable in this respect. Another road under construction, from Lake Louise to Field, through the Canadian Rockies, will open to the motoring public one of the most magnificent and widely beautiful mountain regions in the world. It will connect with the

Banff-Windermere as well as the Columbia River road and thus form a link in the great 4200 mile highway—the Grand Circle tour—which gives access to 16 national parks in the United States and three in Canada.

Each park has its own particular claim to interest and to tourist patronage. Banff, for instance, has its government baths, where sometimes more than 1000 are admitted in a single day; Glacier Park has its incomparable caves and glaciers; Jasper its great herds of elk and deer; Buffalo Lakes Park its thousands of shaggy denizens in addition to a horde of other game. In the east there are Point Pelee and St. Lawrence Island parks in Ontario, and Port Anne Park in Nova Scotia, in addition to a number of provincial parks and reservations, all bearing their part in luring the visitors into the Canadian wilds.

### "Seeing Canada First"

A few years ago Dr. T. G. Langstaff, the eminent alpinist, remarked that Canadians scarcely realized the value of their unique possessions, and there were some grounds for his indictment. For many years the Canadian Rockies were better known abroad than at home. Now, however, Canadians are showing a growing interest in their own playgrounds, and "See Canada First" is a popular slogan. The universality of the motorcar permits the family of moderate means to indulge in a sport that was formerly a luxury of the rich.

Tourist travel is being recognized as an excellent forerunner of permanent settlement and financial investment. Even if the visitor does not remain, he goes home to become a permanent booster for the opportunities, both aesthetic and business, in this wide new country. The Dominion is particularly keen to welcome such tourists as the Prince of Wales, who, on the occasion of his first visit, became so convinced of its future greatness that he purchased his now famous cattle ranch near High River, Alberta.



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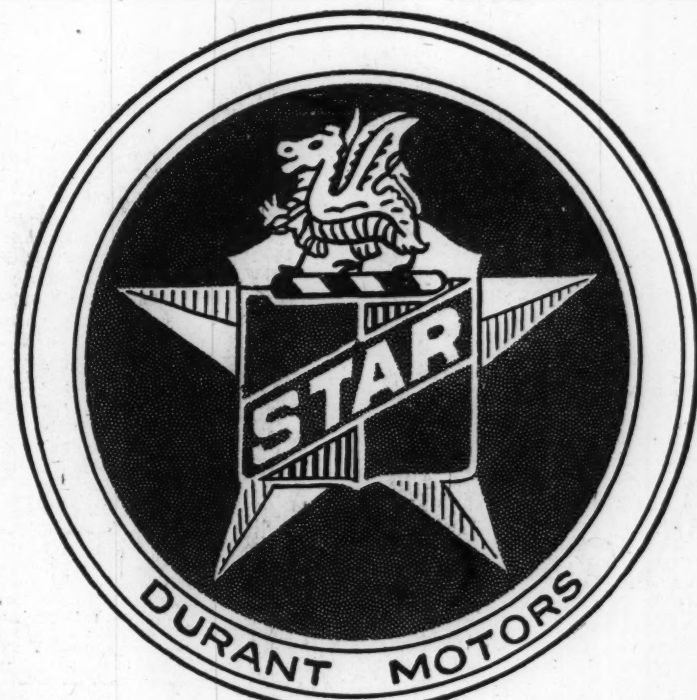
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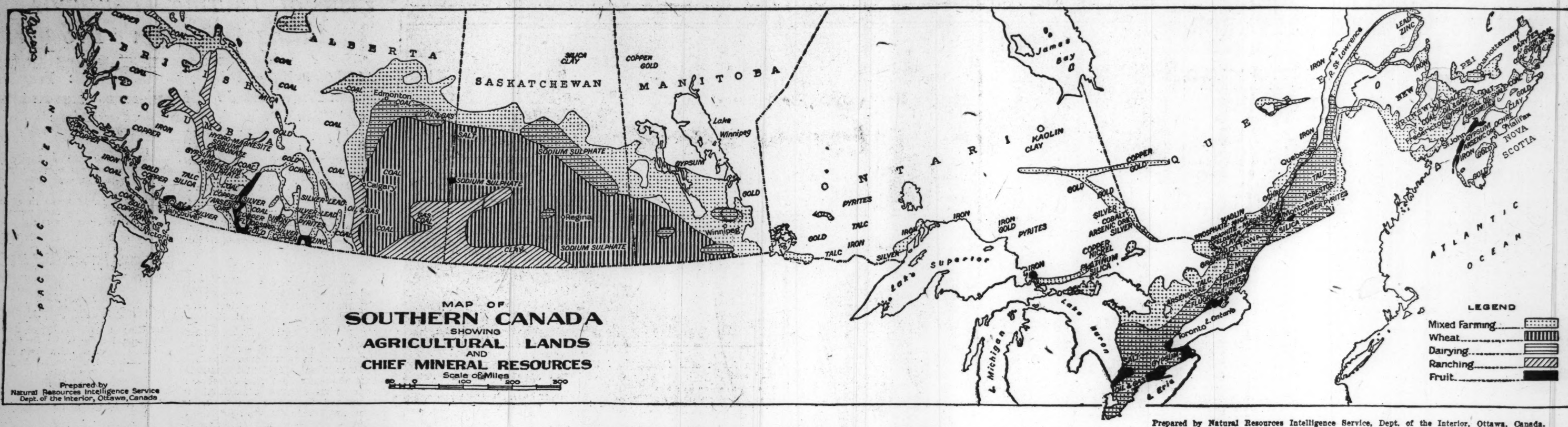
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## CANADA GROWS IN IMPORTANCE AS AN AGRICULTURAL COUNTRY

For More Than 40 Years It Has Taken a Prominent Place in Wheat Production, and Is Now Branching Into Other Lines With Profit

By J. H. GRISDALE,  
Deputy Minister of Agriculture in Canada.

OTTAWA (Special Correspondence)—The early French explorers in the sixteenth and seventeenth centuries looked upon Canada as of exceedingly small importance from an agricultural point of view. A little later when British forces had defeated the French at Quebec and elsewhere in what is now the Dominion of Canada, Great Britain hesitated whether to hold what her armies had won or let it go back to France, as it was still at that date, 1763, thought that Canada as a field for colonization and agricultural development was of very minor importance. Today, however, after many years of slow progress, Canada is recognized as one of the premier agricultural countries of the world and for some years now has held first place as an exporter of at least one agricultural product of major importance, wheat.

Wheat production in Canada dates back to about 1620, but as a country capable of taking any prominent place among wheat exporting nations she was never thought of until probably 40 years ago, when it began to be evident that a superior wheat could be produced with ease and certainty on her great prairies. Since 1885 or thereabouts, therefore, up to the present, production in this line has gradually increased from around 43,000,000 bushels up to 500,000,000 bushels.

**Wheat Made Canada Famous**  
While wheat is the crop that in recent years has made Canada famous, it is not by any means the only cereal produced in large quantities. Oats, barley, rye, and wheat all grow freely, give excellent returns and prove highly profitable, more particularly in those districts where live stock is commonly kept. Corn for grain is grown only to a limited extent and that chiefly in one Province, Ontario, although some of the flint varieties, when properly handled, prove very profitable in practically every province from the Atlantic to the Pacific.

Forage crops are of paramount importance in a country so noted for the quantity and quality of its live stock as Canada. Many grasses and clovers do well and give heavy crops of hay of superior quality and high nutritive value. Red clover is probably the most widely grown of the leguminous forages, but in certain districts as in part of Ontario and Quebec alfalfa is the more popular crop, while alfalfa is looked upon as a staple in Ontario and Alberta and does exceedingly well in many districts in Saskatchewan, Manitoba, Quebec and British Columbia. The other hay crops commonly grown are usually red top, orchard grass and rye grass.

**Silage Crops Popular**  
Silage crops are being grown more and more extensively and the

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silage is in evidence throughout the Dominion. The crops most favored for ensilage are corn, sunflowers and a mixture of oats, peas and vetches. Turnips and mangels are used for live-stock feeding purposes to some extent, particularly in the Maritime Provinces, but their use seems to be declining to some extent, due to the large amount of labor required to properly handle them.

Besides the crops above mentioned, used largely for live-stock feeding, there are a number that are grown as cash crops, as for instance, potatoes, flax and hemp. Seed potatoes of extraordinary vitality are produced in the maritime provinces, eastern Quebec, northern Ontario, and in the prairie provinces, while table stock of good quality is of course produced in all parts of the country.

Flax for fiber does well in Ontario, the maritime provinces and British Columbia, but is not grown very extensively save in Ontario.

Among other cash crops of rather minor importance might be mentioned sugar beets, onions and all sorts of vegetables.

**Better Demand for Horses**  
Fruit grows in abundance, and Canada's apple crop is not only very great in quantity, but of excellent quality. Nova Scotia, Ontario, British Columbia and Quebec include the chief apple-growing areas. Other fruits grown quite extensively are peaches, pears, plums, apricots, cherries, bush fruits and strawberries.

It is on her live stock and live-stock products, however, that the real future prosperity of Canada may be said to depend.

Horses in Canada are at present at a rather low ebb, although it is beginning to look as though this class of live stock, like all the rest, was on the grade.

Beef cattle are bred commonly in Ontario and on the prairies, and for some years were exported in large numbers to the United States. The Fordney tariff cut this outlet off a few years ago and the industry began to lag, but the opening up of the British market in 1923 and the good demand that has grown up over there, is bringing about a revival of the industry and an improvement in quality of the stock.

**Dairying Brings Profit**  
Dairying is, however, the really profitable line of live-stock industry in Canada. The most important prod-

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uct of the industry so far as export is concerned is Cheddar cheese. This cheese commands the highest price in the British market and was sent out last year to the amount of 150,000,000 pounds. Butter has not until recently been of much importance as a product for export, but the quantity is now increasing, owing to the rapid development of the industry in the prairies, and fortunately at the same time the quality of the product seems to be getting better. The introduction of a system of grading all butter and cheese for export three years ago is in no small measure responsible for the expansion of the industry and for the improvement of the product.

Another industry that goes well with Canadian bacon has been improving. Wiltshire bacon is the popular breakfast dish in Great Britain, and the Canadian article seems to suit the Britisher fairly well. The quality of Canadian bacon has been improving in recent years, the quantity increasing and the demand more than keeping pace with the output. Denmark has for some years enjoyed the reputation of producing the best bacon in the world. The Canadian article now commands within a small fraction of a cent per pound as high a price as the Danish. There is no doubt but that in a very few years the Canadian will at least equal if not surpass the Danish on the British market.

**Sheep and Poultry**  
Sheep are kept in comparatively small numbers in Canada. This has been due, probably, to dogs in the east and coyotes or prairie wolves in the west. Sheep do well, give good profits, are easily handled, and wonderfully free from disease in Canada. No doubt the future will see extensive developments in this industry.

In Canada, as everywhere else, possibly, poultry keeping attracts many of her people, and poultry to the number of about 45,000,000 are kept in the Dominion. They are profitable and are increasing in numbers. The production so far, however, has gone very little if any beyond the needs of the country, and an ever-increasing consumption, due to improving quality, seems to keep, if anything, just a little ahead of production.

To summarize briefly, Canada is undoubtedly from an agricultural standpoint as far advanced as most other countries, and has really just begun her development in this line. Her agricultural products, with few exceptions, are the very best on the market, and her possibilities of expansion seem almost unlimited. There is, therefore, every reason for Canadians to anticipate a very prosperous future for their country as a producer of cash crops and live stock and live-stock products.

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## MANUFACTURING RANKS HIGH AMONG NATION'S INDUSTRIES

Estimated Returns to Producers Exceed Those From Agriculture—600 American Branch Factories Gain Benefits of British Preferential Tariffs

TORONTO (Special Correspondence)—Canada's factories produced goods valued at \$1,311,025,000 in 1923. In the same year the agricultural production was \$1,107,571,000. These figures represent net production, or the value left in the producers' hands after elimination of the value of materials consumed in the production process. Thus Canada's role as a manufacturer is more important than its part as a farmer, and there appears to be no reasonable limit for expansion in both capacities.

The number of manufacturing establishments in 1923 was 22,642 and the total invested capital was \$3,380,322,000. This is the latest year for which detailed figures are available, but the position today is about the same, or a little better. The manufacturing industries have been built up largely by Canadian capital. Fifty-six per cent of the stocks, bonds and other securities of manufacturing industries is owned in Canada, 9 per cent by Great Britain, and 34 per cent by the United States.

The Canadian industries in which the United States has a substantial financial interest are as follows: Artificial abrasives, 99.1 per cent; automobile accessories, 93.5 per cent; patent medicines, 88 per cent; automobiles, 61 per cent; car construction, 59 per cent; refined petroleum, 53 per cent; and rubber, 50 per cent.

**American Branch Factories**  
Much of the investment of United States capital in Canadian industry is in the form of branch factories, of which there are not less than 600 in the Dominion. By their establishment, United States firms avoid the payment of Canadian customs duties

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on their Canadian business and secure the benefits of the British preferential tariffs in their export trade from Canada.

The nine provinces all contribute to the industrial production. Ontario and Quebec, however, account for more than half of it. The net production of the manufacturers of Ontario, in which the automobile industry is centered, was \$55,700,000 in 1923, as compared with \$316,000,000 from agriculture. The income derived from manufacturing in Quebec is greater than that from any other industry, accounting for 55.8 per cent of the production. In Prince Edward Island, 78.6 per cent of the net output is contributed by agriculture.

**Nova Scotia and New Brunswick**  
In Nova Scotia and New Brunswick, manufactures account for 28.6 and 36.2, respectively, of net production. Comparatively little manufacturing is done in the prairie provinces of Manitoba, Alberta and Saskatchewan, where far more than half of the output in each province is due to farming. The net income from manufacturing in British Columbia is in excess of \$50,000,000, 000,000. A portion of that total is

represented by manufactures, but the main part by agriculture. Grains, for example, account for \$296,000,000. The industries embracing wood, wood products and paper are substantial exporters. They sent abroad in the same year products valued at \$254,000,000. The non-ferrous metals were responsible for \$90,000,000 of Canadian exports during the year, and the iron industries for \$87,000,000. While the fibers and textile products are important factors in the Canadian production, they contribute less than \$10,000,000 to the year's export trade. Nonmetallic minerals, chemicals and allied products between them were responsible for \$37,000,000 of exports.

**Newsprint Manufacture**  
The newsprint industry is one of the most important, and last September the production of Canadian

mill exceeded that of the United States. A good export business is also done in agricultural implements. Canada is taking an important part in exhibitions in various centers abroad. In that way and with the help of aggressive policies on the part of Canadian manufacturers and the assistance of a Canadian Government trade commissioner service, remarkable strides are being made in the development of export trade in manufactures.

Preliminary estimates for 1924 by the Dominion Bureau of Statistics place the value of the production of Canadian flour mills at \$180,807,548; pulp and paper, \$179,259,504; saw mills, \$141,929,559; meat packing, \$133,740,271; butter and cheese, \$108,812,008; automobiles, \$88,480,418. The total figures of manufactures for 1924 are not yet available.

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but more than half is derived from processes associated with primary industries, especially logging and fishing.

The 40 leading industries of Canada produced \$2,208,605,000 in 1923, or 79.41 per cent of the country's total. Pulp and paper accounted for \$184,000,000. Approximately 80 per cent of the paper production is exported, and principally to the United States. Flour and grist mill products contributed \$155,000,000. Canada supplies the British colony of Newfoundland with practically all its flour.

Saw, lath and shingle mills produced \$140,000,000, and slaughtering and meat-packing establishments \$138,000,000. Butter and cheese factories were responsible for \$106,000,000, and over \$96,000,000 worth of automobiles were made. Several United States automobile firms are doing an important export trade from their Canadian plants. Electric light and power industries and cotton mills accounted for \$170,000,000. The refined sugar industry contributed \$77,000,000. Two or three of the sugar refineries can satisfy the Canadian demand, and an important export trade therefore is transacted.

**Importance in World Markets**

The importance of the Canadian position as a factor in the world's markets may be gathered from the fact that during the fiscal year ending March, 1925, Canadian produce valued at \$1,069,067,000 was exported. Of that total, agricultural and vegetable products, animals and animal products (except chemical fibers and wood), accounted for \$806,000,000. A portion of that total is

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Saw, lath and shingle mills produced \$140,000,000, and slaughtering and meat-packing establishments \$138,000,000. Butter and cheese factories were responsible for \$106,000,000, and over \$96,000,000 worth of automobiles were made. Several United States automobile firms are doing an important export trade from their Canadian plants. Electric light and power industries and cotton mills accounted for \$170,000,000. The refined sugar industry contributed \$77,000,000. Two or three of the sugar refineries can satisfy the Canadian demand, and an important export trade therefore is transacted.

**Importance in World Markets**

The importance of the Canadian position as a factor in the world's markets may be gathered from the fact that during the fiscal year ending March, 1925, Canadian produce valued at \$1,069,067,000 was exported. Of that total, agricultural and vegetable products, animals and animal products (except chemical fibers and wood), accounted for \$806,000,000. A portion of that total is

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**Newsprint Manufacture**  
The newsprint industry is one of the most important, and last September the production of Canadian

mill exceeded that of the United States. A good export business is also done in agricultural implements. Canada is taking an important part in exhibitions in various centers abroad. In that way and with the help of aggressive policies on the part of Canadian manufacturers and the assistance of a Canadian Government trade commissioner service, remarkable strides are being made in the development of export trade in manufactures.

Preliminary estimates for 1924 by the Dominion Bureau of Statistics place the value of the production of Canadian flour mills at \$180,807,548; pulp and paper, \$179,259,504; saw mills, \$141,929,559; meat packing, \$133,740,271; butter and cheese, \$108,812,008; automobiles, \$88,480,418. The total figures of manufactures for 1924 are not yet available.

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CANADA'S MINES  
VALUABLE ASSET

Production for 1925 Estimated at \$228,440,000—  
Greatest Yet Recorded

OTTAWA, Ont. (Special Correspondence)—Mining in Canada is a flourishing industry. It has sunk its roots deep and will grow to much greater proportions. The value of the total mineral production in 1925 is estimated conservatively at \$228,440,000, the greatest yet recorded, and developments have been taking place recently that seem almost certain to result in a very substantial increase in production in the near future.

Although coal was mined in Nova Scotia in the eighteenth century and charcoal-iron for local use was smelted from Canadian ores in Quebec early in the eighteenth century and in Ontario at the beginning of the nineteenth century, it was not until the latter half of the nineteenth century that the mineral production grew to any considerable amount. The most important developments have been made, as shown by the following table, within the last 25 or 30 years, and the mining industry of Canada may be regarded as essentially a twentieth century industry.

Year	Value of Production
1890	\$15,763,353
1895	20,505,517
1900	84,430,577
1905	68,078,999
1910	100,000,000
1915	137,109,171
1920	227,859,665
1925	228,440,000

## Transportation Lines

Several factors have contributed to the rapid growth of the industry. Not the least important of these was the construction of transportation lines. The building of the Quebec Central Railway made possible the development of the most productive asbestos deposits of the world; the building of the main line of the Canadian Pacific Railway led to the rediscovery and development of the Sudbury nickel-copper deposits from which 90 per cent of the world's nickel is derived; the world-famous silver deposits of Cobalt were discovered by men engaged in construction work on the Temiskaming & Northern Ontario Railway; and the opening of this line has made possible the development of other important mineral districts of northern Ontario, including the Porcupine gold district, where the Hollinger, the most productive gold mine of the continent, is located. These are a few of the most striking instances of the effect of the opening of transportation lines on the mineral industry.

The availability and development of water power, particularly in sections of the country remote from a source of cheap fuel, have cheapened operations and rendered possible the exploitation of ore bodies that otherwise might lie dormant for an indefinite period.

**Production of Coal**  
In a country of such vast extent and of so varied geological conditions one expects to find a great variety of economic minerals. And in this the expectation happens. The list is a long one and includes such important non-metallic minerals as coal, asbestos, salt, gypsum, natural gas, petroleum, feldspar, mica, quartz, and talc; metallic minerals such as lead, zinc, copper, nickel, cobalt, and arsenic; the precious metals, gold, silver, and platinum; and 20 or 30 others, metallic and non-metallic.

The value of the coal produced in Canada exceeds that of any other mineral, amounting to a little over 13,000,000 tons in 1925, worth \$49,000,000. The provinces of Nova Scotia, Alberta, and British Columbia are the leading producers. Unfortunately the more densely populated provinces of Ontario and Quebec are dependent on outside sources for their supply of coal for heating and power.

Asbestos is the non-metallic mineral next in importance. The production in 1925 amounted to 260,000 tons, valued at \$5,700,000; in 1900 it amounted to 23,141 tons, valued at \$748,431. Nearly the whole of this comes from the Province of Quebec. This remarkable growth of the industry has been due in great measure to initiative in adapting the fiber to new uses. Although there are strong competitors in the market, the greater part of the world's supply is Canadian. There is a great quantity of asbestos-bearing rock in sight, and the resources are sufficient to supply the demand for decades.

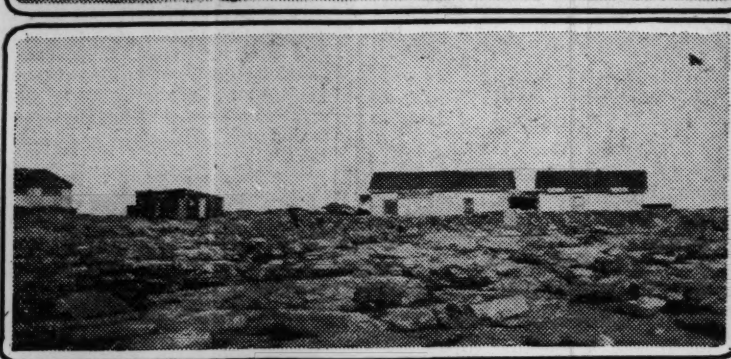
**Ontario Leads in Gold**  
The provinces of Ontario and British Columbia and Yukon Territory are the leading producers of metallic minerals and the precious metals. Yukon was the scene of the famous Klondike rush about 30 years ago, and has produced about \$130,000,000 in gold, and is still making a small production. In recent years a considerable amount of argentiferous gelsena has been shipped. Ontario is the leading gold-producing Province of today, the production for 1925 amounting to nearly \$30,000,000 in a total of about \$36,000,000 for the whole country. The leading camps are Porcupine and Kirkland Lake. Ontario has not reached the zenith of its production; preparations are being made for an increase in the mining and milling capacities of the operating mines; moreover there are large areas in which geological conditions are known to be favorable to the occurrence of valuable minerals and it is very probable that further discoveries will be made.

Of the precious metals silver comes second in value. Mention must be made of the Cobalt silver mining camp where in the early days of its history spectacular showings of veins of silver, polished by the glaciers of the great ice age, were exposed by removing the surface deposits. Cobalt and the neighboring camps of South Lorrain and Gow-

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## Varied Activities of Royal Canadian Mounted Police Shown in Wide-Flung Outposts



Above—Interior of Post at Churchill.  
Below—Exterior of Churchill Post.  
Center—A Member of the Royal Canadian Mounted Police at Ottawa.



Above—Fetching Firewood to Churchill.  
Below—Police Detachment Buildings at Craig Harbor, Ellesmere Island. This is Said to Be the World's Farthest North Post Office.

Canada have for many years produced the larger proportion of Canadian silver, although British Columbia makes an output of a considerable amount.

It may not be very generally known that Canada produces platinum, palladium, and associated metals. The placers of Tulameen, British Columbia, yield a small amount, but the main source of supply is in the nickel-copper sulphides of Sudbury. A recovery of a very appreciable amount is made in the process of refining.

The nickel-copper sulphides of the Sudbury mining district, Ontario, furnish 90 per cent of the world's nickel. Research work resulting in the application of this metal to new uses in the arts and industries is gradually dispelling the misconception that it is essentially a war metal. The production of nickel has made a wonderful recovery since the slump of 1921 and 1922. It now greatly exceeds that of any year prior to the war. The greatest production before the war was made in 1913 and amounted to 49,676,772 pounds, whereas in 1925 it amounted to 73,150,000 pounds, valued at \$24,140,000. The reserves are known to be very great.

**British Columbia's Copper**  
British Columbia leads in the production of copper, the metal coming mainly from low-grade deposits worked on a large scale. Ontario comes second with a production from the nickel-copper ores of the Sudbury mining district. Activities are under way that will lead to an increase in the output of copper should present prices continue. Reference has already been made to the mining and smelting industries, soon to be established in western Quebec. Investigations are also being conducted into the best methods of treating the copper-zinc sulphides of a deposit of 16,000,000 tons in northern Manitoba.

A moderate production of lead and zinc is made by Ontario, Quebec and Yukon, but the greater part of Canada's output comes from British Columbia, particularly from the Sullivan mine in the southeastern part of the Province, one of the really big mines of the world. Mention has been made of but a few of the leading minerals. There are others of great importance. Discoveries of mineral deposits have been made that are to result in the early establishment of mining and metallurgical industries in new centers, and preparations are being made for more extensive production.

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CANADIAN MOUNTED POLICE  
REVIEW 50 YEARS' PROGRESS

Buffaloes Disappear, Ranchers Enter Land, Railway Spans  
Great Plains—Since 1920, Volume of Work for  
Organization Has Trebled

By COL. C. F. HAMILTON  
Royal Canadian Mounted Police

OTTAWA (Special Correspondence)—The Royal Canadian Mounted Police came on the scene in 1874, at a turning-point in the history of the middle west of Canada. The Indians were still powerful, but were being wasted by the whisky sellers from the south, and savage anarchy was in prospect. The Northwest Mounted Police expelled the liquor traders and bore a leading part in the establishment of friendly relations between the Dominion Government and the native inhabitants.

Then, with surprising rapidity change after change swept over the prairie, and the Indians were plunged from prosperity into starvation; the Government provided for their subsistence and the Mounted Police prevented their lapsing into disorder. The rancher entered the land, and the wistful Indians were restrained from making use of the fresh meat that grazed so invitingly near.

The Canadian Pacific was thrown across the plains and the work was accomplished without collision with the bewildered aborigines. The plow followed, cities rose, and today urban problems confront officers of the force whose earlier service was performed under frontier conditions.

**Early Development**  
In the days of settlement and of early development the Mounted Police performed every sort of police service, from shepherding turbulent Indians to maintaining order in the streets of towns; but as the nascent cities expanded municipal police forces appeared, and finally Saskatchewan and Alberta assumed full responsibility for the enforcement of the law, and established provincial constabularies.

The Mounted Police now are a specifically federal constabulary, charged with the execution of federal laws over the entire Dominion; in addition, they enforce the order-

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lies in the Far North. At the mouth of the Mackenzie, on the bleak shores of Coronation Gulf, in the chain of islands up which the explorers press in their struggles toward the pole, detachments of the Mounted Police are stationed. Some of these are north of the Northern Lights; the one on Ellesmere Island conducts the northernmost post office in the world—to which, by the way, letters from children to "Santa Claus, North Pole" are dispatched, and from which they are answered.

Every winter thousands of miles are traversed over ice and snow with dog sleds. Picture the work of a staff sergeant who tried to cross Lancaster Sound from Baffin Land to North Devon Island, only to be caught with his Eskimo companions on a mass of breaking ice floes, open water about, and in front a 20-foot wall of broken ice guarding the shore, against which the ice-panes on which they stood ground and clashed under the drive of a gale.

**A Versatile Officer**  
There is more than traveling to be done. Possessed of great natural ability and delightfully amiable, the Eskimos have an imperfect sense of the sanctity of human life, and in the last 10 years over 20 murders have occurred in a population of not more than 4000 or 5000—seven of the victims being white men. The non-commissioned officer just mentioned did the entire preliminary work in one of these cases: policeman, coroner and magistrate in turn, he ascertained the facts, he held the inquest, he procured the witnesses, he held the preliminary hearing; and when a court sat at Ponds Inlet to try the accused the papers were in perfect order. The man in charge of these detachments is postmaster and customs officer as well as coroner and justice of the peace.

The old frontier days are gone, but romance remains and the contrasts of service are more instead of less vivid than of yore.

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## EXPLORER DISPELS COMMON ERRORS AS TO "FROZEN NORTH"

Resources Greater and Climate Less Rigorous Than Often Depicted—Fort Yukon Temperature Frequently Reaches 90 Degrees

By VILHEJLMUR STEFANSSON

(The famous Arctic explorer, author of "The Friendly Arctic," "The Northwest Course of Empire," and other works, is a native of Manitoba.)

The dispute about the climate, resources and potentialities of the lands and seas beyond the arctic circle did not begin, as some now seem to suppose, with a book by me called "The Friendly Arctic," published in 1921. The arctic circle can trace its back to classic Greek times, when there was conflict between those who thought no life present or possible within the arctic circle and the others who located there the country of the Hyperboreans, with a sub-tropical climate.

But those were disputes of theory. It was neither continued nor settled by the Irish when they discovered Iceland, about 700 A.D., or by the Icelanders when they discovered Spitzbergen and colonized Greenland. For the Vikings were not scholarly enough to understand or even know about the disputes of the Greeks, and most of them were too matter-of-fact to report anything except what they saw.

Skipping the Norsemen of the Middle Ages, we may say the Greek disputes of theory were resumed as disputes of fact by the Elizabethan navigators. Their narratives differed amazingly. Speaking approximately, those who made only one voyage brought back the least favorable accounts, and those who made many voyages brought back more favorable accounts the oftener they went. Again, those who failed usually emphasized the terrible conditions as an explanation of their failure, while those who succeeded were more inclined to describe optimistically the conditions they had met.

**Climate and Resources**  
It would surprise anyone but a sociologist to find the great influence of motives and of temperament on the opinions held, even by Canadians and even today, as to the general climate and resources of the arctic and sub-arctic parts of the Canadian mainland and the islands and seas to the north.

The unfavorable south-Canadian opinion of northern Canada is, in my opinion, rather due to shortsightedness than to outright lack of knowledge. The merchant of Toronto, who knows there is vacant Government land within trading distance of his city, resents the idea that colonies should be induced to settle far away. But it is only a few Canadians who as yet realize that Montreal on the St. Lawrence is going to profit similarly by the development of the Mackenzie River.

Canada is too big for most Canadians to visualize as a unit. Few Canadians are for all of Canada; most are for one part against the rest. All but the far-sighted and unselfish are against the North, because the North is even farther off in their imagination than it is in real miles. Nevertheless, slowly and in part reluctantly, southern Canada is coming to the views of arctic climate and resources which John Davis held and expressed some 300 years ago.

**Tropical Temperatures**  
If you can find a place in arctic North America or arctic Siberia that is sheltered from ocean breezes, you may get what are called "tropical" temperatures in midsummer. There is only one weather bureau station so located in Alaska. This is Fort Yukon, where temperatures of 80 degrees in the shade are common and 90 degrees in the shade fairly frequent. Even 100 degrees in the shade has been recorded under weather bureau observation conditions. There is no weather bureau station in Canada similarly sheltered from ocean winds. At Fort Macpherson, for instance, in the arctic delta of the Mackenzie, sea breezes prevail much of the summer, and temperatures above 80 degrees in the shade are uncommon. Still, you must remember that even in New York and Montreal people will begin complaining about the heat whenever it goes above 80 degrees; and it does go to 86 degrees at Macpherson.

In the days before Dakota and Manitoba were colonized, even natural scientists used to argue—and that with apparently irrefutable logic—that the blizzards were so terrible in winter and the cold so intense that no ordinary people would ever be willing to live there. But now Winnipeg has a population of 300,000, who do not complain more loudly about their climate, on the average, than do the people of Chicago.

Large and promising mineral-bearing areas have been found in arctic and sub-arctic Canada, with coal, iron and copper. There are already flowing oil wells on the Mackenzie near the arctic circle, and indications of oil were found by my last expedition on the north coast of Melville Island, more than 500 miles north of the arctic circle and

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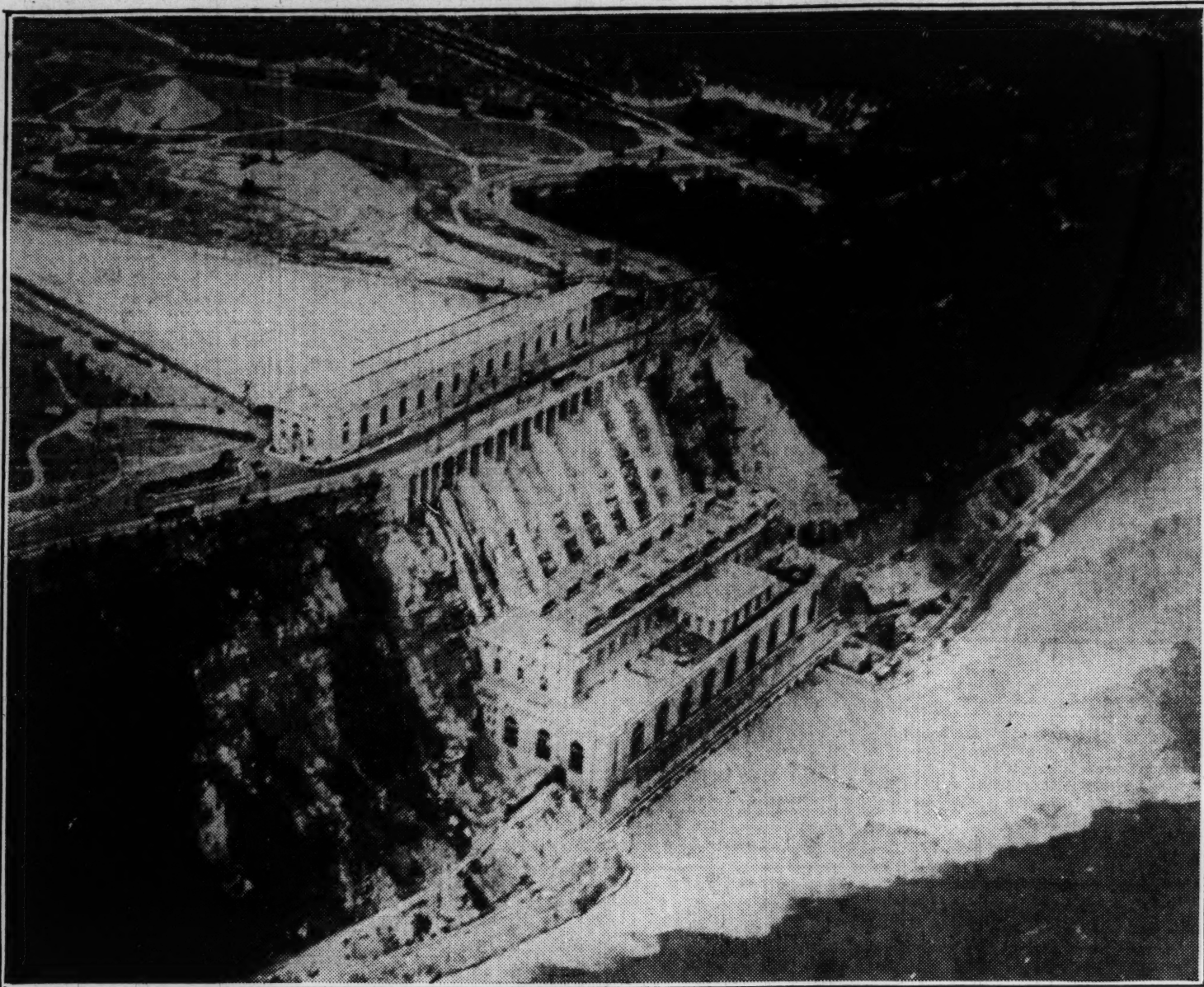
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## One of the Important Reasons for Cheap Electric Power in Ontario



An Air View of the Chippewa Development in the Niagara River. The Great Volume of Water Pouring Over This Dam Through the Turbines Generates an Average of 500,000 Horsepower.

## ONTARIO HAS LARGE HYDRO DEVELOPMENT AT LOW RATES

Municipally Owned Plants, Under Guidance of Central Commission, Distribute Power Over Wide Area

By CHARLES A. MAGRATH

Chairman of the Hydroelectric Power Commission of Ontario

TORONTO (Special Correspondence)—In the Province of Ontario, there was initiated nearly 20 years ago a municipally-owned undertaking for the supplying of electrical energy to the citizens of the Province at the lowest economic cost. At present nearly all of the cities and towns as well as a large number of the villages and smaller communities are supplied with electrical energy through the agency of what is known as the Hydro-Electric Power Commission of Ontario. This co-operative undertaking has been eminently successful and, moreover, ranks today in magnitude of its operations with the greatest electrical undertakings of the world.

The Hydro-Electric Power Commission is an independent organization constituted by special statute of the Provincial Legislature and acts in the capacity of a trustee for the co-operating municipalities. The commission supplies electrical energy wholesale to the municipalities and these acting through local electric utility organizations, distribute the electrical energy to their citizens. The consumers that actually receive the benefits of the electrical service thus supplied pay all the cost. The Provincial Government is sympathetic to the undertaking and lends its support by obtaining loans on behalf of the municipalities on the best possible terms, the municipalities themselves being responsible to the Government for the monies advanced in connection with the general undertaking.

**Widespread Distribution**  
One of the distinguishing features of the commission's operations has been the widespread distribution of electrical energy to many consumers, rather than the supply of very large blocks of power under long-term contracts to large basic industries.

In a word, the policy and practice of the commission has been, and is, to afford the widest possible distribution of electricity consistent with sound economics. In some localities,

where by reason of the distance from the source of supply or the relative smallness of the quantity of power supplied, the cost of the service to consumers would necessarily be comparatively high, even such services have not been withheld where the consumers were able and willing to bear the cost. With the exception of the relatively small quantity of energy sold in such communities, the electricity provided by the commission is sold at remarkably low prices.

Notwithstanding the low prices at which electrical energy is sold in Ontario, the revenues have been sufficient to pay all operating expenses, to maintain the installations at high efficiency, to pay all interest charges on the capital investment, to build up a depreciation reserve for the replacement of worn-out or obsolete plant, to accumulate a substantial reserve for contingencies, and also to set aside sinking funds for the retirement in from 30 to 40 years of the capital investment involved. The conditions thus referred to apply not only to the equipment provided by

the commission itself, but also to the local utility systems of the hydro company in operation in the municipalities.

**Financial Results**  
Again, notwithstanding substantial reductions made from time to time in the cost of electrical service to consumers, many of the municipalities now have quick assets such as cash, bonds, accounts receivable

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and inventories which exceed in value the total liabilities incurred in connection with their respective municipal electrical utilities, and could, if they so desired, pay off their indebtedness in a much shorter period than provided by statute. The Hydro-Electric Power Commission of Ontario first commenced distribution of electrical energy in 1910, the initial load being less than 1000 horsepower. The commission is now distributing about 600,000 horsepower, and when completed to their maximum capacity, the plants now operated by the commission will be able to deliver over 1,000,000 horsepower. The main transmission lines of the commission aggregate over 3600 miles. The greatest length of continuous 110,000-volt line is that between Niagara Falls and Windsor, a distance of approximately 250 miles. The commission now owns and operates two of the three large Canadian power plants at Niagara Falls, and also the new Queenston-Chippewa development on the lower Niagara River. This is the greatest individual engineering development which the commission has undertaken.

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## Canada Takes an Active Part in Era of Woman's Emergence

Always a Leader in the Evolution of Women's Organizations, Hers Was the Second Unit of the International Council

By MISS CAROLINE E. CARMICHAEL  
President of the National Council of Women of Canada

NEW GLASGOW, N. S. (Special Correspondence)—The story of the evolution of women's organized work is an interesting one, but it is hardly understood yet even by themselves. For example, few realize the steps in the way of progress that have been taken, or remember that in the beginning it was only those women who had the same interests, who held the same views, and who were constantly drawn together in their every day life who organized themselves into such societies as Ladies Aids, Poor Relief and the like.

The second step, so to speak, was taken when women belonging to different churches possibly, and who did not think alike on all subjects, formed themselves into societies in order to further some one special object, such as temperance, suffrage or the like, and they found it was not only possible but advisable to combine in this way.

The third and by far the greatest step in advance, however, as concerns women's organized work was taken when in 1888 an international congress of women was held in Washington to celebrate the fortieth anniversary of women's organized work, which was attended by leading women belonging to all kinds of societies from many nations.

Great Names Among Leaders  
Among the leaders in this great movement were Susan B. Anthony, May Wright Sewall, and Mrs. Fawcett of Great Britain. Next day the National Council of Women of the United States was formed, and the other delegates pledged themselves to try and form National Councils in their own countries on their return home.

Five years afterward, during which no more National Councils had been formed, the National Council of the United States was hostess to a very large and representative gathering of women from 20 nations assembled

the Women of the Salvation Army, the Girl Guides, the Y. W. C. A., the Women's Art Association, two alumnae of universities, nurses' organizations and mothers.

Each Council Has Work  
Each local council does good work for the benefit of humanity in its own city or town, and also helps the national council in national undertakings, and through the work of the national standing committees, on each of which each local council has representation. As these standing committees work like royal commissions it is the duty of each member to gather and to spread information in her locality that will further the causes for which these committees exist.

How wide is the scope may be

## Women's Influence in Canada Working Legislative Reforms

Mothers' Pensions, Marriage and Divorce Laws, Prison Reform, Child Welfare and Education Among Questions Agitated

By MISS AGNES MacPHAIL  
First and Only Woman Member of Federal Parliament of Canada

OTTAWA (Special Correspondence)—There have been only five women in Provincial and Federal Parliaments in Canada as yet, although most of our women have had the

### Working for Reform Laws



AGNES MacPHAIL

With Other Women in the Legislative Halls of Canada She is Helping Promote Better Laws for Women and Children

gathered from the titles of these committees as follows: "Education," "Laws for the Better Protection of Women and Children," "Conservation of Natural Resources," "Citizenship," "Equal Moral Standard," "Fine and Applied Art," "Suppression of Objectionable Printed Matter and Films," "Housing," "Household Economics," "Mental Hygiene," "League of Nations," "National Recreation," "Professions and Occupations for Women," "Public Health," "Taxation," "Soldiers' Pensions and Dependents."

It would be impossible in this brief sketch to give anything like a summary of the work that has been done by this council, but a few of its achievements are the following: The inauguration of the Victorian Order of Nurses, also of supervised playgrounds, securing the teaching of domestic science in the public schools, securing the appointment by Government of women inspectors in shops, offices, and factories, securing the appointment of women police and of women magistrates, many changes in laws that affect women and children in particular, securing the adoption by the governments of mother's pensions, and also helping to secure a minimum wage act in most of the Provinces for women and young girls.

lature—Mrs. Nellie McClung, well-known Canadian writer and ardent prohibitionist, and Mrs. Mary Irene Parby. Mrs. Parby came to Parliament by way of the United Farmers of Alberta. She had been, up to the time of her election, president of the United Farm Women's Association, and was also a member of the board of governors of the University of Alberta. She was appointed to the Cabinet as Minister without portfolio, and still serves with distinction.

Women's Influence  
I was elected to the Dominion House through the medium of the United Farmers of Ontario in 1921, and was the first and am still the only woman in the Federal Parliament of Canada. It seems rather odd that, although four years have elapsed since I came to Parliament, the number of women elected has not been increased.

And what have we accomplished? Little enough directly, but we hope quite a lot indirectly. Each of us has voiced the views of women, and has directed public attention to such questions as prohibition, mothers' pensions, child welfare, divorce laws, marriage laws, prison reform education, and the evil of militarism. I hope it can be said, too, that all of us have been comparatively free from the partisan spirit.

What is known as social legislation receives scant attention from men. As Mrs. McClung so cleverly puts it, "Everything must be all right for we have heard no complaints." Women in Government do not wait for complaints, but seek out the how they can increase the usefulness and happiness of the every-day life of every-day people. Incidentally, we have been rather notable for our brevity.

Mrs. Ramsland was particularly interested in education and mothers' pensions; Mrs. McClung in prohibition; Mrs. Rogers of Manitoba in returned soldiers and their problems; Mrs. Mary Ellen Smith in immigration. The Hon. Irene Parby was responsible for the Alberta Legislature last year having passed a bill for the protection of children of unmarried mothers, and for first reading of a bill on the

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4. While in favor of sanitation and cleanliness in the highest degree, we oppose the attempted use of these general principles as a cloak for compulsory medical treatment.  
5. We oppose discrimination in favor of any school of healing, the selection of treatment, Provincial or Municipal officers charged with the administration of sanitary, quarantine or other health regulations.  
6. We oppose the use of public funds, public schools, public institutions for the dissemination of literature, the advertising of the theories, or the establishment of propaganda of any particular system of healing.  
7. We propose to prosecute a campaign of education and publicity not only to arrest any further encroachment upon our right to select the practitioner or system of our choice in the hour of illness, but also to regain the rights that have been taken from us and to establish forever the principle of medical freedom.

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By C. E. NEILL  
President of the Canadian Bankers' Association

MONTREAL (Special Correspondence)—It is a fact that may be of interest to Americans that the charter of the first joint stock bank in Canada was influenced to no small extent by the charter of the "First Bank of the United States" drawn up by the great American financier, Alexander Hamilton. The charter of that short-lived American bank has ever since had an important bearing on banking legislation in Canada.

This applies especially to the prohibition of loans on real estate which Mr. Hamilton foresaw was particularly dangerous in an undeveloped country. It was quite important for Canada that a banking system be developed which would lend itself to the progressive development of the country.

Such then was the origin of our branch banking system, a type of organization which permitted the development of a group of executives for each bank, yet distributed the cost of this executive overhead over a network of branches. To meet the needs of Canada, a banking system has been developed which has supplied the new districts of the country with funds from older districts, and at much lower average rates than those current in the United States at the same relative stage of development.

At the present time the 11 chartered banks of Canada have 4015 branches, of which more than 2500 are scattered throughout the Dominion, providing a branch bank for every 2500 inhabitants of the country. According to the official return of Nov. 30, 1925, the total assets of these banks amounted to nearly \$3,000,000,000, and their financial position was exceptionally strong with liquid assets aggregating more than

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## Canada's First Woman Police Magistrate Points to Vast Saving in Human Material

By MRS. EMILY F. MURPHY  
(Janey Canuck)

EDMONTON, Alta. (Special Correspondence)—Until the appointment of myself, in 1916, police magistrate in and for the Province of Alberta, there was no woman magistrate in Canada. Since then, two others have been appointed—one in Calgary and one in Toronto. Not only has Alberta the honor of appointing the first woman magistrate in the British Empire but also for being the first province in Canada to extend a full enfranchisement to women.

The police courts of Canada and Great Britain more nearly approximate the district courts in the United States in that they are courts of criminal jurisdiction. Canada, however, has not the full honor of priority on this matter; there were women magistrates in the Roman Empire and in Israel where Deborah held her court under a palm tree between Ramoth and Beelhai. In modern times, the United States had probably the first woman judge.

The appointment of women as magistrates means the saving of human material and the establishing of social security, for no ordinarily decent woman could sit, day after day, coldly passing judgment upon persons of her own sex without attempting to stifle them awake, and to generally back them up in any attempt at repairing their lives. In women courtrooms keepers, the police court is becoming a C. S. C. that is a Casualty Clearing Station where a diagnosis is made of the case and the proper remedy applied.

In the women's police court, the wayward girl is shielded from publicity to the end that she may be protected from those who might lead her into further difficulties. The woman magistrate knows that it is difficult for a woman to reinstate herself socially and, with this in view, punishment has often to be adjusted and differently applied. A patient and intensive study of the woman's history is frequently re-



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## From Homesteader to Premier Path of British Immigrant

Herbert Greenfield Came to Ontario and Got Placed on a Farm at \$7 a Month, Became a Renter and Later Acquired a Homestead Through Hard Work

By HERBERT GREENFIELD  
Formerly Premier of Alberta

At the request of The Christian Science Monitor, Mr. Greenfield has prepared the following article, telling of his experiences "from homesteader to Premier." It is the first time that he has written of his phenomenal rise from farm boy.

EDMONTON, Alta.—Some 30 years ago an English lad barely out of his teens, with love of the soil inherited from farming ancestry, heeding an inward urge which would not be stifled, abandoned office life in the city of London and came to Canada in search of opportunity to get back to the vocation of his forebears, live close to nature, cultivate the soil and own a farm.

Reaching western Ontario with a very few dollars left after cost of passage had been met, employment was obtained with an Ontario farmer at \$7 per month, plus board, in order to gain experience. It is not easy to save money out of an income of \$7 a month, but some was saved.

Cheerful toil won the friendship of employers, which in time greatly helped in the acquisition of sound experience of farming methods and practice, followed in due course by the higher wage that experience justified. The small amount set aside for the rainy day increased proportionately, until at the end of two years the highest wage was obtained and the saving account remained intact.

This continued, changing employers in order to compare different methods of different men, each more successful than his fellows in some branch of agricultural work.

### Out of a Job

I have a very vivid recollection of some months of unemployment one winter when no work could be found on the farms—the only time in my life that I have not had work enough and some to spare. It was a helpful experience, if not a pleasant one, for I learned what it feels like to walk the streets of a town, with only 15c, no friends, and no bed in sight. The lesson learned, and never since forgotten, was to be sympathetically friendly to a fellow man out of a job, even if he is driven to ask assistance from you.

Early spring saw a return to farm work with finances depleted but ambition unimpaired. Then came opportunity in the shape of a good 50-acre farm, well equipped, for rent. There had, for some time, been a daughter of a former employer willing to share the pleasures and duties of life. We decided this was our opportunity and started out on a very happy life partnership, with a capital so small you would not believe it if I told you. Together we made it go. The next year we rented 150 acres, then, as tenants farmers, gathering from the soil a living for the owner of the farm as well as our own family, our ambition, our main purpose in life, was within reach. We were ready to buy a farm of our own.

Owner of a Homestead Opportunity did not present itself in our own neighborhood at that time; even if it had, land was high in price in highly developed western Ontario, and it meant a heavy burden of debt. So we cast our eyes and thoughts westward to the prairies of western Canada, then, as now, the land of opportunity. After two months spent looking over the promised land, amazed, almost bewildered, by the extent and quality of miles upon miles of sweeping prairie and wooded park-land, we moved west to a free homestead in central Alberta, northwest of the city of Edmonton, 60 miles from a railway, without a road leading to it, without a building or a fence of any kind on it.

Then began the happiest and most stimulating experience of an active,

hard work. That side of it has been harped on until even a lot of farmers think it means nothing else. A good farm is nearer self-sustaining than anything else can be. There is no worry of unemployment, no lack of good fare for the all-the-year-round farmer and his family, the best there is, is his for the growing. There is no finer place to raise boys and girls. The very environment breeds resourcefulness and forces initiative.

### Constructive Work

The long winter evenings by the wood fire burning your own fuel, if well spent in good reading, breed intelligent independence of thought, which in turn finds ample opportunity for expression and constructive work in developing the citizenship, laying the foundations of a new community—the gradual organization and establishment of schools and all the other institutions of local government in a new community, the individual units of which are drawn from many countries, accustomed to as many varying conceptions of the best way to deal with the problems of a new country. Fascinating work, with scope enough for the finest there is in man or woman.

It is unfortunate that there is, and always has been, a tendency to stress the alleged hardships, the isolation and lack of social intercourse of pioneer life in western Canada, and to overlook its many advantages and compensations which, in the opinion of many men and women of experience, more than outweigh the drawbacks.

## Canada Is Steadily Increasing Its Trade With United States

By FREDERIC HUDD

Canadian Government Trade Commissioner in the United States

NEW YORK (Special Correspondence)—Canada's trade with the United States continues to increase and with the constant development of Canadian industry in the manufacture or export of new products there is a steady expansion in the variety and volume of goods sold by Canada in the United States. Canada's credit in the United States was never higher than it is today and United States investors appear to display more confidence in Canada as a field for investment than in any other outside their own country. Moreover, the Canadian dollar is the only currency which has been at a premium in the United States in recent years. These facts are valuable moral assets in the promotion of trade and the maintenance of good relations.

Canada's exports to the United States rose to a value of \$472,274,816 in 1925 as compared with \$412,941,587 in 1924, an increase of \$59,333,229, or 14.3 per cent, representing 37.2 per cent of Canada's total export trade and 11.2 per cent of the total imports of the United States. There were increases in each main group of exports. The United States bought more from Canada than from any other country. The excess of Canadian imports from the United States over Canadian exports to the United States stands at \$107,471,264, as compared with \$111,891,779 in 1924, a decrease of \$4,050,515, or 3.6 per cent. Canada's principal exports to the United States in the last calendar year showed marked increases. Chief among these were pulp, paper, asbestos, cement, nickel and wheat and other agricultural products. Pulp exports rose to 10,808,000 hundredweight valued at \$33,655,000, and paper exports to \$95,454,000 from \$91,706,000.

Canada's imports from the United States in 1925 were valued at \$579,746,080 as compared with \$524,479,366 in 1924, an increase of \$55,276,714, or 10.5 per cent, representing 12.9 per cent of the total export trade of the United States and 65.1 per cent of Canada's total imports. Canada bought more from the United States than from any other country and the United States sold more to Canada than to any other country.

Canada is making rapid progress as a manufacturing country. In 1890 Canada's total exports were valued

## CANADA RICH IN HYDRO-POWER, AVAILABLE STATISTICS SHOW

Development Is Reported Proceeding at Rapid Pace, Amounting to Between 300,000 and 700,000 H. P. Per Year—Era of Great Expansion Foreshadowed

By SIR FREDERICK WILLIAMS-TAYLOR

General Manager of the Bank of Montreal  
MONTREAL (Special Correspondence)—In attempting to estimate the future, it is always instructive to review the past, and if we do this in the case of Canada, we cannot but come to the conclusion that the strides which have been made in the past two decades in the development of our vast resources foreshadow an era of great expansion in the decade immediately before us.

Though small in comparison with the enormous extent of the habitable portions of our Dominion, our population showed an increase between 1901 and 1925 of 4,000,000 or almost 75 per cent. We may surely expect greater proportionate increases from now on, especially in view of the rigid restrictions on immigration into the United States.

But it is when we turn to the productive capacity of our people that we realize the richness of our heritage and the bright promise of our future. In the same period in which our population increased by over 70 per cent, our wheat production in-

creased from 55,000,000 bushels per annum to 422,000,000, giving Canada the position of the world's largest wheat exporting country. Our total field crops rose in value in the same period from \$195,000,000 to \$1,160,000,000 in 1925, while the value of other farm products for the past year was probably at least \$450,000,000, a total of over \$1,600,000,000.

Our mineral production increased from \$65,797,911 in 1901 to \$228,500,000 in 1925. The gross value of our manufacturing production has increased from \$481,053,375 in 1900 to \$2,781,165,514 in 1925. Recent figures showed Canada's exports in the calendar year 1925 to be at the rate of over \$135 per capita, as compared with \$37 for the United States. This gives Canada the rank of second among the exporting nations of the world on a per capita basis. Her total foreign trade in the same year was \$2,173,366,143, which gives her the rank of second per capita among the world's greatest traders in foreign markets.

The average of the notice deposits in the chartered banks of Canada was \$221,624,464 in 1901 and \$1,269,542,884 in 1925, and of demand deposits \$95,169,631 in 1901 and \$531,180,578 in 1925. Life insurance in companies chartered by the Dominion Government was \$463,769,034 in 1901, \$3,763,996,472 in 1924 and not less than \$4,000,000,000 at the end of 1925.

Canada has enormous latent resources in agricultural and mineral lands and forest areas. Transportation is necessary to make these resources available, and Canada has provided transportation facilities galore, both in railways and in modern automobile highways. We have three transcontinental railways and a vast network of connecting lines, and now that the energy expended in building these lines of communication is being turned into other channels, we may expect actual production from the resources thus made available to be very greatly augmented not only in volume but in ratio.

Canada is peculiarly rich in hydro-power. Two decades ago our total development in this direction amounted to 150,000 h. p. By 1910 this had grown to approximately 1,000,000 h. p. At the present time the installed capacity is approximately 4,290,000 h. p. Development of our water power is proceeding at a rapid pace, amounting to between 300,000 and 700,000 h. p. per year. It is estimated that for every dol-

lar spent in connection with power development some \$7 are expended in the application or utilization of the power in manufacturing establishments, and that for every person employed by power companies, 45 persons find their livelihood in plants using that power. Therefore, power development has an important bearing on Canada's future. Canada's present position in this regard may be judged from the fact that of the total developed water power in the British Empire about 75 per cent is in this Dominion. The total available water power in Canada is estimated by the Dominion Water Power and Reclamation Service at 41,700,000 h. p., without taking into account the undoubtedly great water power resources in the northwest territories.

### Industrially, Chatham Has Made Rapid Strides

CHATHAM, Ont. (Special Correspondence)—Chatham is known as "the Maple City" because of the stately maple trees that line its thoroughfares and avenues. Besides being a summer resort, due to its situation on the banks of the Thames River and its proximity to Lake Erie and Lake St. Clair, Chatham is the center of Kent County, where corn is king. Other products which find their way to this market are sugar beets, beans, cereals and an abundance of garden produce. Deane's Park, a fine city playground, has historical associations with the renowned Indian chief.

### IDEA OF TELEPHONE BORN IN BRANTFORD

BRANTFORD, Ont. (Special Correspondence)—It was in Brantford that Alexander Graham Bell began to work out the idea of the telephone which he later perfected in Boston. His experiments in Brantford of half a century ago are commemorated by a beautiful memorial. His parents lived here and he spent his summer vacations with them, on one of these visits finding the clue to success.

### BEAUTIFUL SCENERY FOUND AT COBURG

COBURG, Ont. (Special Correspondence)—Coburg is a picturesque town of 5000 inhabitants, situated directly on the Ontario shore, 70 miles from Toronto and 94 from Kingston. The imposing Town Hall, opened by Edward VII, when Prince of Wales, dominates the front street with a tower of reposed gray, while the beautiful Victoria Park is an expanse of invigorating green, banded northward by substantial villas.

# Come to ROUGE HILLS

## New Two Million Dollar Recreation Community, A Wonderful Place to Live!

ONE THOUSAND cottages and bungalows—centred around every form of recreation and pleasure—amid beautiful woodland and lake scenery—that's *Rouge Hills*! Seven hundred acres traced around a winding river and graced by gleaming Venetian canals! A two million dollar playground—for a select community—an idea that has been dreamed of and under development for years is now hourly coming into being. You are invited to come and live at *Rouge Hills* this summer!

Few places on this continent can match *Rouge Hills* for advantages, natural and created. Practically all the land around the *Rouge* River, from Lake Ontario to the Kingston Highway, is in this glorious play-home. It has been divided into double front properties. All yards are front yards. Most lots have motor entrances and access to the waterways. The art of the landscape engineer has made of this natural beauty spot a perfect place for recreation and rest, for ideal enjoyment of the outdoors.

### WHAT HAS BEEN ACCOMPLISHED

*Rouge Hills* has been laid out as one big, beautiful community summering place.

Piers and harbour facilities on 1½ miles of lake front have been provided for pleasure craft—drawing up to four feet.

A new Venetian boating canal system is being built to connect with the deepened *Rouge* River channels, thus providing ample navigation for gondolas, punts, canoes, motor boats, and sail boats.

A well-known architect and his staff of construction experts will have offices and works on the property. Thirty-five cottages are now completed or under construction. Contracts are being let for additional cottages—for sale and for rent.

A unique community inn will be in operation by May 24th. It will overlook Lake Ontario, the *Rouge* Valley, the golf course, the tennis courts, the swimming pool and the recreational area where championship athletic contests of all kinds will be staged. Meals that will rival the famous inns of the Old World. One of the best dance orchestras in America—a dance floor kept delightfully cool by night breezes from the lake. A select social centre!

Arrangements have been made for broadcasting over CKCL, Toronto.

The *Rouge Hills* Golf and Country Club has been organized and chartered secured. A well-known professional has been engaged, under whose direction an eighteen-hole golf course has been laid out. Nine holes were seeded two years ago and are now in good playing condition. The other nine holes will be completed this season.

A Recreational Director and Swimming Instructor of international reputation has been engaged. Regattas, aquatic and track events, baseball and tennis tournaments have been arranged for.

The waterworks system and hydro-electric service will be in operation early in May.

A new type of incinerator will be built into each cottage (at a nominal cost).

There is a regular motor bus service providing ample and continuous transportation to and from downtown Toronto.

### WHAT WE ARE DOING NOW

We are completing the dredging operations.

We are completing the second nine holes of the first eighteen-hole golf course.

We are resurfacing all the roadways.

We are concluding arrangements to build \$100,000 worth of summer cottages for sale and for rent.

We are building a soft ball diamond, and a supervised play yard for small children. We are establishing lawn tennis and badminton courts, and putting grounds.

Work is being rushed on the Community Inn. One thousand people can be entertained at one time. Wonderful dance floor. Four large balconies.

Arrangements are being made for community stores and delivery services.

Negotiations are being conducted with the railway for the establishing of a station on the property. A special *Rouge Hills* motor bus service from downtown Toronto is being negotiated for.

Water and electric services are being installed.

A landscape gardener is at work now. He will take care of the entire community for a nominal sum each season. We are establishing a vegetable farm.

### WHAT WE PROPOSE TO DO

As rapidly as possible these probable improvements will be added:

1. The country club house overlooking Lake Ontario.
2. A swimming tank is to be built in the block of community buildings.
3. On the highest point, overlooking the entire property, are to be erected four Residential Inns—in Italian, French, English and Southern styles. Accommodation for about thirty-five guests in each. Tea rooms at vantage points will also be a feature.
4. Accommodations are to be installed for winter sports, such as skiing, tobogganing, skating, snow-shoeing, ice boating, etc., the idea being to establish *Rouge Hills* as an all-year-round playground.
5. Shrubs and small trees for the beautifying of their properties.
6. Establishing of *Rouge Hills* as the leader in all kinds of sports.
7. The Venetian boating canal system is to be beautified, and several miles of it are to be illuminated and supplied with gondolas. Arrangements will be made for boats of all kinds, and their accommodation.

### Restrictions:

As it is desired to maintain *Rouge Hills* as a select family recreation community, the following restrictions have been placed upon ownership of property.

1. 1000 cottages only.
2. Before enjoying the privileges of the *Rouge Hills* Golf and Country Club each owner of property must apply for and be accepted as a member.
3. No limitation fee from accepted property owners.
4. Transfer of property to be upon the same basis as original purchase.
5. All plans of cottages must have the approval of the *Rouge Hills* community board of directors or authorized agents.
6. No animals other than house pets will be allowed on the property.
7. No fences can be erected except under approval.
8. The logical location for homes on each lot has been designated on the plans. Any deviation from this must have the written consent of the adjoining property owners and the Company.
9. All club activities to be optional either by season or on the basis of "pay as you play."

### HOW TO BUY AT ROUGE HILLS

Participation in the advantages of the *Rouge Hills* recreation community is by membership only. The property is sold on a twenty-day "money back" without question if not satisfied basis. Terms can be arranged. If desired, land may be purchased with or without cottage. Cottages will be built to any approved plans. Deferred payments can be arranged.

All buyers are requested to apply at the *Rouge Hills* offices, 279 Bay Street, Toronto, or through your own realtor, and make arrangements for visiting the property.

The property will be open for inspection early in April, and will go on sale about May 20th. Reservation will be accepted prior to sale.

May we send you some literature about *Rouge Hills*?

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## NINE PROVINCIAL SCHOOL SYSTEMS

Canadian Public Education Surveyed—Quebec in a Class by Itself

By DR. J. H. PUTMAN  
Secretary, Canadian Education Association

OTTAWA (Special Correspondence)—Canada contains not less than 9,000,000 people settled in nine provinces stretching from the Atlantic to the Pacific. In addition, there is the Yukon Territory bordering on Alaska. Racially, these 9,000,000 people are of British and French origin, with a considerable mixture, especially in western Canada, of Scandinavians, Germans, Austrians and Russians. The only part of Canada having any considerable number of Orientals is the Pacific province of British Columbia. Southern Quebec and Ontario, together with parts of Nova Scotia and New Brunswick, were originally settled by Americans of English, Dutch and German stock who left the United States after the American Revolution because they preferred to live under the British flag.

Education in Canada, according to the terms of the British North America Act, which is the Canadian national charter, is a provincial affair. It therefore follows that any detailed consideration of Canadian public education must be a description of nine separate provincial systems. Generally speaking, however, the school systems of the maritime provinces of Nova Scotia, Prince Edward Island and New Brunswick, possess many common characteristics. The province of Quebec, because of its composite French and English racial origin, is in a class by itself.

Ontario has also its own special features and has in some measure served as a model for the provinces of western Canada. The systems, established in the four western provinces of Manitoba, Saskatchewan, Alberta and British Columbia, have so many features common to all that they may be said to form a homogeneous group with systems of elementary, secondary and university education being developed along similar lines.

### Not Unlike American

The general organization of public educational institutions in the provinces of Canada is not essentially different from that in the states of the American Union. The purely elementary school course follows a seven or eight-grade system, taking children from five to 14 years of age, with some provision for the younger children in kindergartens. The secondary schools provide three, four and five-year courses, four years being generally required for teachers' certificates and for college entrance. The publicly endowed or publicly supported universities offer four-year courses in arts and science. Every province has a fully developed system of normal schools where teachers receive a purely professional course of one year's training for elementary schools. In the most of the Canadian provinces separate institutions are provided for the training of teachers for public secondary schools.

These teacher-training colleges are usually affiliated with the provincial universities. Each Canadian Province has at the head of its educational system either a Superintendent of Education or a Minister of Education, and some of the provinces have both. In any event, the superintendent, if there be one, is directly responsible to a Minister of the Crown who must have a seat in the Provincial Legislature.

The Maritime Provinces of Canada—New Brunswick, Prince Edward Island and Nova Scotia—out of a total population of approximately 1,000,000 have some 225,000 young people attending school or college, and of these about 210,000 are enrolled in public schools.

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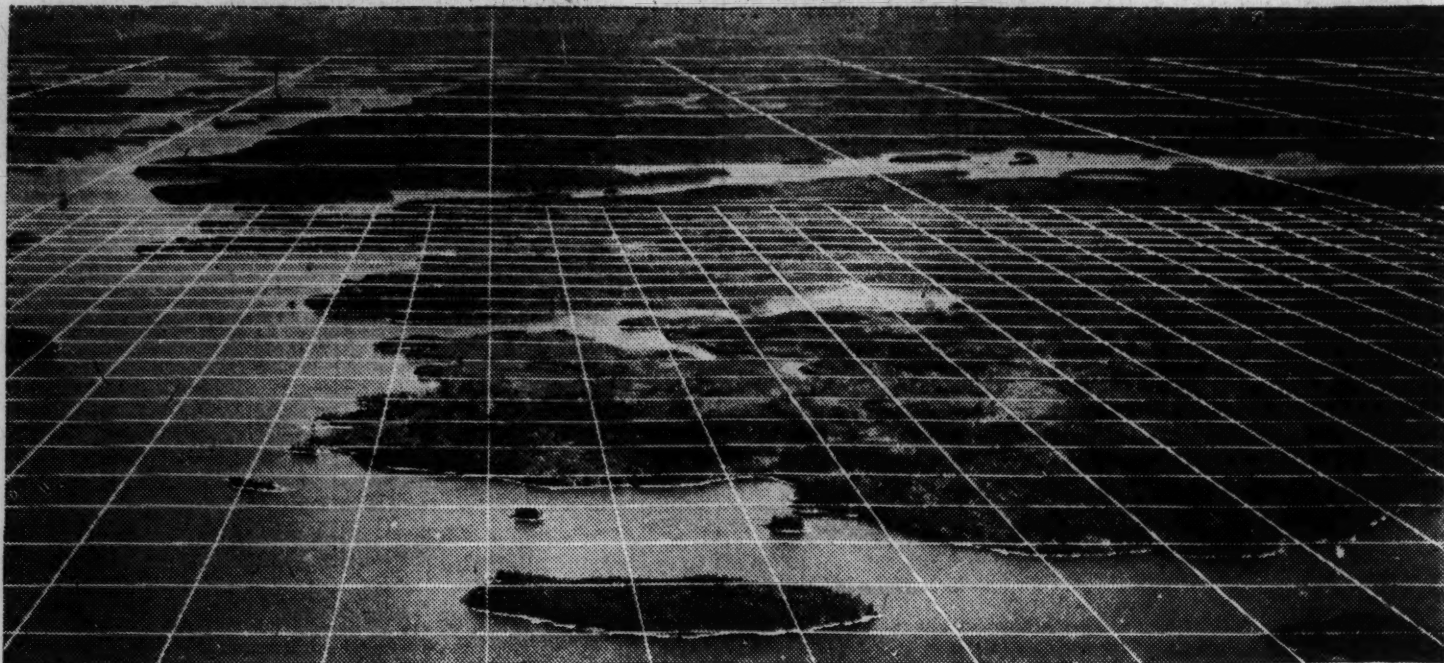


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"Applied Geography" is Possible Through the Use of the Airplane in Making Maps. This Photograph Shows a Portion of the Churchill River Laid Off in Squares, Which Enable the Map Makers to Give True Proportions and Areas to Their Charts.

rolled in public elementary schools. These elementary schools are open about 200 days in each year. Many of these schools are one-room rural schools with an average daily attendance varying from 10 to 40 pupils. In the towns and cities the schools are carefully graded and the course of studies is not materially different from that found in similar schools in New England or the Middle States.

### Nature Study Emphasized

In all the rural schools special attention is paid to nature study with an agricultural bias for the older children. Almost every elementary school in Canada is taught by a teacher, whether male or female, who has received special instruction in the teaching of physical exercise. Elementary teachers in the Maritime Provinces receive salaries ranging from \$400 to \$1000, with higher scales for heads of schools in large towns and cities.

Because of differences of race and religion, public education in the Province of Quebec presents problems somewhat different from those found in any other part of Canada. When Quebec agreed to become a province of the Canadian Confederation in 1867, it was expressly stipulated that there should be a dual system of public elementary schools. The state school, strictly speaking, is a Roman Catholic school, and with a Roman Catholic teacher, either lay or clerical.

In these schools the language of instruction is usually French, although in urban centers where there may be a considerable Irish population the language of instruction might be English. The Protestants of Quebec have their own schools which are called "dissentient" schools. These schools receive the same government aid as that given to Roman Catholic schools. There is a provincial director of Roman Catholic schools, and also a provincial director of Protestant schools. Adequate provision is made in the Province of Quebec for public secondary education. The Protestants have a well developed system of high schools and academies supported by the government.

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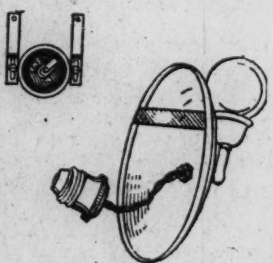
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## CANADA FINDS GREAT HELP IN WORK OF AIR PATROLS

Have Established Themselves as Agencies for Protecting Forests From Fire, Aiding Prospectors, and Map Making

By A. M. NARRAWAY  
Assistant Director and Chief Aerial Surveys Engineer Topographical Survey, Department of the Interior

OTTAWA (Special Correspondence)—In many countries aircraft has established itself as a carrier of passengers and mail, or has thrilled us by feats of daring and endurance. Aircraft in Canada means something besides this, something of vital concern to the welfare of the country. It is an agency for protecting and developing our tremendous forest resources; an agency for assisting the prospector and the geologist in searching out our vast hidden mineral resources; an agency of tremendous possibilities for the investigation and development of water power resources with which this country is so abundantly endowed. It is an agency of far greater value to Canada than probably to any other country, and it has opened a new world to the geographer, the forester, the water power engineer; in fact, to every expert connected with the development of our vast natural resources.

Canada's extensive forests are not accurately mapped, and as a result the forestry officials have been for years faced with a herculean task in endeavoring to protect them from the devastating effects of fires. The airplane came to their aid, however, and conditions were improved. The trapper or the prospector thought twice about leaving his camp fire burning, for he heard the buzz of this new detector-bird ringing in his ears, and a guilty conscience is a severe master. The fire-ranger flew with this bird at a speed of a mile and a quarter a minute, seeing 40 to 50 miles on all sides of him, connected with his base by wireless, and with the knowledge that he could reach a fire within a few minutes and put it out, or if it were a dangerous one he could summon to his aid a fire-fighting machine with pumps and hose within an hour.

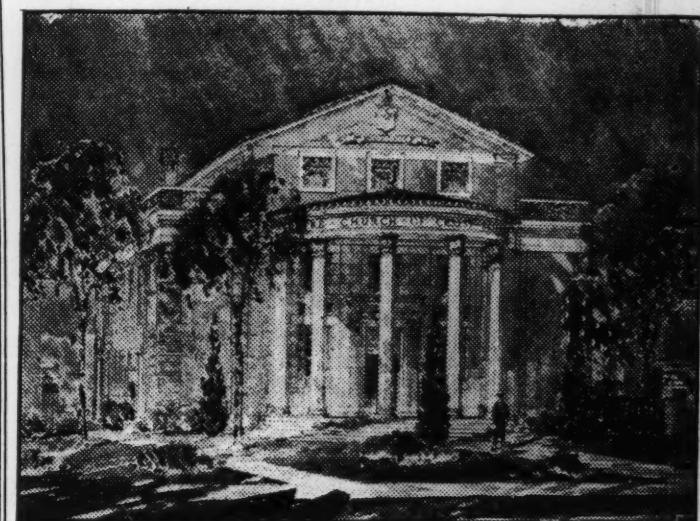
This system was ideal along main waterways or in mapped areas, but the bulk of the forested area was unmapped. How could the air patrols be routed safely through the maze of uncharted lakes? What areas were worth patrolling? One could see a fire, but just where was it? How could aid be summoned to it? One

could investigate good timber stands, but again where were they? The absence of maps was a serious handicap to protection and a bar to stock taking and development. This is just where Canada's method of aerial photography came in, for it was found that in connection with forestry protection there could be carried on an inexpensive and systematic mapping program.

Several planes were equipped with cameras and a surveyor carried as fire-ranger or observer. The patrol routes were arranged to permit the plane to fly to and fro in a systematic manner over the main waterways and between these waterways to cover entire districts. In this way photographs were obtained showing all features of importance, and permitting the collection of data for mapping purposes at the rate of over 200 square miles of territory for each hour of flying.

Turning to geology we find the field equally as large. Again we find an almost total absence of maps which so hampered the geologist that he could make very little progress. The forestry photograph and the aerial map were just what he needed.

During the past year 47,500 square miles were photographed successfully, bringing the total area covered in the three years of work up to 90,000 square miles.



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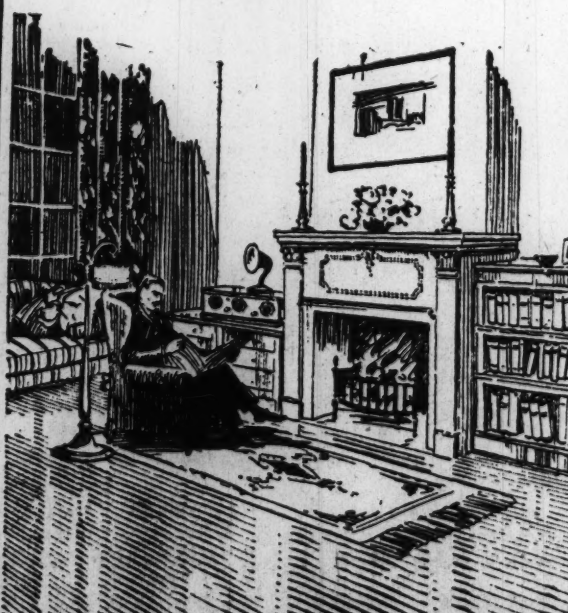
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## Nation's Literature Shows Originality and Diversity

Development of Prose Has Followed Early Achievements in Verse—Narratives of Exploration and Adventure Have Influenced Famous Authors

By WILLIAM ARTHUR DEACON  
Literary Editor of Saturday Night, Toronto

TORONTO (Special Correspondence)—Canada is no exception to the general rule that an adequate prose literature follows a considerable achievement in verse. It is only now, 163 years after the British conquest of the country, that the swing from verse, the language of youth, to prose, the language of maturity, is noticeable; and both in bulk and in distinction poetry is yet, and may remain for some time, the Nation's chief literary treasure.

The earliest prose works were fascinating narratives of exploration and adventure by English and Scottish-born traders. To mention three only, Samuel Hearne, in 1755, published "A Journey From Prince of Wales Fort in Hudson Bay to the Northern Ocean"; in 1801, Alexander Mackenzie published "Voyages From Montreal on the River St. Lawrence, Through the Continent of North America, to the Frozen and Pacific Oceans, in the Years 1789 and 1793"; which was followed in 1807 by Alexander Henry's "Travels and Adventures in Canada, and the Indian Territories Between the Years 1760-1766." But while there is a pretty tale of Napoleon's absorption in the last named when he was at Longwood, the country had only determined the recitals; it had not formed the authors.

### Viewpoint of the Native

With the publication of Howe's "Western Rambles" in 1828, the viewpoint of the native is first evident; and Haliburton's "The Clockmaker" (Sam Slick) in 1835 was the first Canadian book to influence profoundly the writers of other nations, since Artemus Ward and Mark Twain followed its lead and Charles Dickens' first book, "The Pickwick Papers," is directly attributable to its influence. This master satire has circulated in seven countries and passed through 125 editions in 90 years, and is still read with relish for its shrewdness, good sense and robust humor.

In 1832, John Richardson, in the Niagara Peninsula, published "Wacousta," a romance in imitation of Fenimore Cooper, which, on its appearance in London, supplanted the works of Washington Irving and Cooper with the English public, and three different Canadian editions in the last three years testify to the story's continued vitality.

Three women, all English-born and wives of settlers, represent the pioneer days in Ontario. The Strickland sisters—Susanna Moodie and Catherine Parr Trail—wrote "Roughing It in the Bush" and "Canadian Crusoes," respectively, both appearing in 1832; but neither possessed quite the gift for vivid description apparent in "Winter Studies and Summer Rambles in Canada" (1838); and it was not till 1922 that another Laura Lee Davidson of Baltimore ("A Wanderer of Canada") as a delineator of Canadian landscape and interpreter of the spirit of its humbler people.

### Humor and Romance

Sarah Jeanette Duncan and James De Mille continued the tradition of satirical humor through the middle of the nineteenth century, but in 1877 the publication of William Kirby's "The Golden Dog" set the tide in favor of romance, particularly of the historical type of which Sir Gilbert Parker's "When Valmond Came to Pontiac" (1895) is the choicest example. From this point fiction declined through excess of sentimentality, now happily on the wane as a group of sturdier young novelists endeavor to express a sterner, more austere and better-balanced view of life.

Pierre Couliquet, Frederick Philip Grove, Beaumont Cornall and Mazo

de la Roche typify the new movement. "The Viking Heart" by Laura Goodman Salverson is its best single product, though the rest of her work is disappointing. The anonymous "The Land of Afternoon" is another significant specimen. Some very fine work has been done in the short story. Marjorie Pickthall's "Angels' Wings," E. W. Thomson's "Old Man Savarin," F. W. Wallace's "The Shacklock" and "Salt Seas and Sailormen" and Duncan Campbell Scott's "The Witching of Elsie" are all notable.

About the time Parker was starting to write, Charles G. D. Roberts, who is also the leader of the seven poets known as the "Groups of '61," which has been the dominant influence in Canadian literature for 46 years, invented the novel story, and gave the world a new form of literary art.

Three of his countrymen—Thompson, Seton, Arthur Heming and Archie McKishnie—are, with him, the outstanding contributors in this genre, though Heming is more concerned with wood lore and Indian customs than animal traits.

Exploration and Essays  
Leacock, McArthur and Donovan have proved that Canada's appetite

for humor is insatiable, while J. W. Tyrrell's "Across the Sub-Arctic of Canada" and Lawrence J. Burpee's "The Search for the Western Sea" are prominent among the innumerable modern extensions of the original literature of exploration. Archibald MacMechan is the most distinguished essayist, with Blake, McArthur, Janey Canuck and Sir Andrew Macphail of his company. From the works of reminiscence, Grant's "Ocean to Ocean," Mayor's "My Window on the Street of the World" and Charlesworth's "Candid Chronicles" are diversified examples of merit.

At the moment there are writers of promise on all sides and the outlook is exceptionally bright for great development in the next few years.

One hopeful sign is that a much smaller proportion of Canadian writers of ability is being absorbed into American literature than was the case 25 or even 10 years ago. Lloyd Roberts is a good example of the type of younger literary man that is sticking by his own country, instead of moving to the United States as his father felt obliged to do a generation earlier.

Within these limits no fair survey can be accomplished. A mere catalogue of noteworthy books and authors would more than exhaust the space. Of French writers we regret we have been able to say nothing, though many are of great importance and several French-Canadian authors have been elected to the French Academy. To remedy the deficiencies and omissions in this article, the reader is advised to consult Logan and French's "Highways of Canadian Literature," wherein over 300 authors are mentioned and the more illustrious are discussed to the length of a chapter each.

Mostly State Institutions  
There is scarcely a college or university of the United States where one or more Canadians are not to be found on the faculty, and as for other Canadian college-trained individuals who have gone south, their name is legion.

The majority of the universities of Canada are state institutions. In western Canada there are four large universities which receive annual appropriations from the provincial governments. Affiliated with Manitoba University are three colleges, Wesley (United Church), St. John's (Anglican) and St. Potface (Roman Catholic), which, of course, are self-supporting.

In eastern Canada the University of Toronto, the University of Western Ontario in London, the University of New Brunswick are maintained by public funds. Macmaster University of Toronto is a Baptist institution, which has in affiliation Brandon College, located in Brandon, Man. Victoria University, St. Michael's College, Trinity University and Wylliffe College are in affiliation with Toronto University, and all teach arts as well as theology.

They are maintained by the United, Roman Catholic, and Anglican churches respectively. Queen's University of Kingston, Ont., formerly a Presbyterian institution, has for some years been a private corporation, although it receives an annual grant from the province; Ottawa University is a Roman Catholic institution. McGill University is a private corporation, as is Dalhousie of Halifax. Laval University of Quebec and St. Francis Xavier of Antigonish, N. S., are Roman Catholic universities. Mt. Allison of Sackville, N. B., and Acadia University of Wolfville, N. S., are maintained by

for a quarter of its maintenance, the balance of the food bill being met by Minner and others who contribute occasionally.

Minner is a lover of quail as well as swans, ducks and geese. Every summer he raises a lot of them under bantams. His two ponds comprise three acres, the balance of the land in the 30-acre sanctuary being reforested with well-known varieties of fruit-bearing shrubs, such as mulberry and elderberries. These help Jack Minner in his food bill for the birds. Entwining through the forests are paths arched with rambling roses and bordered with wild flowers for Jack Minner is also a lover of flowers.

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## HISTORY SHOWS UNION'S GROWTH

Sentiment for National  
Unity Found Early Ex-  
pression in Canada

By W. STEWART WALLACE  
Editor, Canadian Historical Review, and  
Librarian, University of Toronto

TORONTO (Special Correspondence)—The history of the Dominion of Canada properly begins in 1534, when Jacques Cartier planted on the Gaspé peninsula, a cross bearing the fleur-de-lis escutcheon of France. It was not, however, until 1608 that the first permanent settlement on Canadian soil was established by Samuel de Champlain at Quebec. For 150 years after this Canada remained a colony of Old France. The French, who proved bold and adventurous sons of the forest, penetrated far into the interior, and outposts of new France sprang up on the Mississippi and on the Saskatchewan. But the population of the colony remained insignificant in comparison with the English colonies to the south; and when Quebec fell before Wolfe's victorious troops on the plains of Abraham in 1759 there was probably not more than 65,000 white persons in the colony.

"A happier calamity never befell a people," wrote Francis Parkman, "than the conquest of Canada by British arms." If this be true, and it cannot be denied that British Government has brought to the French-Canadians the blessings of representative and responsible Government, the truth of the saying was not immediately apparent. For a number of years after the British conquest there seemed to be no prospect before Canada but that of a French colony of Great Britain.

**A Few Hundred Traders**  
Apart from the British official and military element, there came into the colony only a few hundred traders and camp followers—"450 contemptible cutlers and traders," as General Murray, the first English Governor, called them. There seemed to be no prospect that these would ever be numerous enough to be entrusted with an important share in government, and it was, therefore, decided to continue the arbitrary type of government which had characterized the French régime, and, indeed, to conciliate in every way possible the good will of the French-Canadians. "Barring a catastrophe shocking to think of," wrote Sir Guy Carleton, Murray's successor, "this country must to the end of time be peopled by the Canadian [that is, French-Canadian] race, who have already taken such firm root, and got to so great a habit, that any new transplanting will be totally hind and imperceptible among them, except in the towns of Quebec and Montreal."

What upset Carleton's calculations was the fact that "a catastrophe shocking to think of," actually did occur. This was the American Revolution, which profoundly altered the whole course of Canadian history. Among the inhabitants of the American colonies there was a large number who adhered to the British cause, who lost in the struggle the whole of their worldly goods, and who were thrown on the mercy and generosity of the British Government. For many of these the British Government found homes in the remaining provinces of British North America. Over 60,000 settled in Nova Scotia, Prince Edward Island, and the new Province of New Brunswick. About 10,000 settled along the north shore of the St. Lawrence River and about the Bay of Quinté, in what later became the Province of Upper Canada or Ontario, and at a somewhat later period a number of Loyalists settled in what were known as the "base" townships, in the Province of Quebec. This meant that within 20 years after the British conquest, the English-speaking population of British North America had come to outnumber in numbers the French-speaking population, and the future of Canada as an English, rather than as a wholly French, colony of Great Britain became assured.

**French Predominant**  
As yet, however, there was between the different provinces of British North America no union; and in lower Canada the French continued, as they continue to this day, to predominate. Here there occurred, during the first half of the nineteenth century, a struggle between the two races which culminated in 1837 and 1838 in armed rebellion. The Constitution of lower Canada was suspended, and the Earl of Durham, a great Whig nobleman with radical leanings, was sent out, as Lord High Commissioner, to investigate grievances and to suggest remedies. Lord Durham came to the conclusion at first that the solution of the difficulties in lower Canada lay in the union of all the provinces of British North America. He hoped that in this wider arena the struggle between the French and English in lower Canada would be submerged and lost to view. On closer examination, however, Durham found that two of

the necessary conditions of union were absent. In the first place, communications between the provinces were still such that it would have been difficult to administer their government from one center, and in the second place, provincial feeling was still so strong that the basis for what might be described as a national, or all-Canadian, feeling was lacking. Under these circumstances, Lord Durham had to be content with recommending the union of upper and lower Canada, but he distinctly gave it to be understood that the union of these two provinces was only a half-way house on the road to a union of all the provinces.

**Union a Reality**  
It was only a quarter of a century after Lord Durham's famous report was published that this union became a reality. In the meantime, some of the conditions essential to union had been treated. The railway era had come, and with the spread of the railway lines the problem of governing British North America from one center gradually decreased. Toward the end of the period, moreover, there sprang up in Canada what can only be described as a nationalist movement. It must be remembered that it was at this period that in Germany and Italy the nationalists were approaching victory in their fight for union. National unity was in the air, and Canada was fortunate at this period in having as the chief apostle of national unity a man of genius, Thomas D'Arcy McGee, who had been trained in the vivid school of Irish nationalism, became the Mazzini of Canada. A man of vision and of no mean order, he gathered about him a party of "young Canada."

"I see in the not remote distance," he said, "one great national ally, bound like the shield of Achilles by the blue rim of ocean." Thanks to McGee and the nationalists, the psychological basis of union was laid, and all that was needed was the impulse of circumstances to bring the reality of union about.

This impulse was found in the political deadlock which occurred in the Canadian Parliament in the early sixties. Parties had come to be so evenly divided, with the majority of the French on one side, and the majority of the English on the other, that Government had come to a standstill and anarchy threatened. In these conditions, the leaders of the rival parties were brought together, and a coalition Government was formed with a view to bringing about a confederation of all the British North American provinces. Delegates were sent down to the maritime provinces, where, curiously enough, a movement toward maritime union had sprung up; and on Oct. 10, 1864, there met at Quebec what is known to history as the Quebec Conference. For two weeks the "Fathers of Confederation," as the members of the Conference are known, deliberated behind closed doors, and the result of their deliberations was embodied in 72 resolutions, which were later the basis of the British North America Act. Some difficulties occurred when these resolutions were taken back for ratification by the legislatures of the several provinces, and the foundation and Prince Edward Island rejected the terms offered them, though Prince Edward Island relented from its decision in 1873. In Nova Scotia and in New Brunswick there was widespread opposition to confederation, but here the advocates of national unity won the day, and on July 1, 1867, the new Dominion of Canada came into existence.

**From Sea to Sea**  
As originally constituted, the Dominion of Canada included only the provinces of Nova Scotia and New Brunswick, Quebec, and Ontario. There was, however, in the British North America Act a provision for the admission of other provinces later, and within the marvelously short space of four years the new Dominion extended itself from the Atlantic to the Pacific—"from the sea unto the sea, and from the rivers to the ends of the earth." In 1869 Canada acquired, in consideration of the sum of \$2,000,000, the vast territories of the Hudson's Bay Company, and out of these was carved in 1870 the Province of Manitoba. In 1871 British Columbia, on the Pacific coast, came into the Union on condition that a transcontinental railway should be built; and thus the vision which D'Arcy McGee had seen 10 years before came literally true.

Since the completion of Confederation, the Dominion of Canada has grown in population and in area. It has become a nation, and its growth has been rapid. It has become a nation, and its growth has been rapid. It has become a nation, and its growth has been rapid.

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## Jacques Cartier Meeting the Indians on the St. Lawrence



The History of Canada, Like the History of the United States, is Filled With Romance and Adventure in Which Intrepid Pioneers Blazed Their Way Through a New Continent, Often Against Great Odds.

tion, the central feature of Canadian history has been the growth of Canadian national feeling. Hardly had the new Dominion come into existence when there sprang up an organized nationalist party. This was known as the "Canada First" party. It had its origin in a group of five young men, only one of whom was over 30 years of age, in a room in Ottawa in 1868. These young men, all of whom afterward became notable in other ways, pledged themselves to foster by all means possible the growth of a national spirit in Canada. They added others to their numbers and in 1874 developed into a full-grown political party with the formation of the Canadian National Association. As a political party its career was brief and inglorious, and this was perhaps fortunate. Had "Canada First" succeeded as an organized political party, it would have become the badge of a political party, rather than of the whole people; the "national spirit" would have become a contradiction of itself. As it was, the influence of the movement continued to operate in a purer and

rarer atmosphere. The ideas which were embodied in the platform of the Canadian National Association came in time to dominate the thoughts of the Canadian people. The Conservatives, for instance, borrowed from "Canada First" the doctrine of protection, to which Sir John Macdonald frankly applied the name of the "National Policy"; the Liberals borrowed the conception of Canadian autonomy, identified especially with the name of Sir Wilfrid Laurier.

**Later Developments**  
The growth of Canadian national feeling in the past 50 years may be gauged by some of the developments which have taken place in this period. In 1874 there were still so many limitations to Canadian self-government that Edward Blake, one

of the leaders of the Liberal Party, was able to describe Canada as "four millions of Britons who are not free." Canada had then no voice in the

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foreign policy of the Empire. Even in domestic affairs her legislation was subject to the disallowance of the Imperial Government. She could not control immigration from the British Isles, or Canadian copyright, or Canadian shipping on the high seas. She did not even look after the suppression of internal disorders; the force which put down the Riel Rebellion of 1870 was not a Canadian, but a British force. British troops were still garrisoned in Canada; and the command of the military forces of Canada was vested in an Imperial officer.

Today all this has been changed. Canada has a seat of her own in the League of Nations, and makes her own agreements with foreign countries. Her legislation Great Britain no longer thinks of disallowing. She can, and does, exclude from Canadian ports British immigrants of an undesirable type. She has now her own army and navy, commanded by Canadian officers. The Riel Rebellion of 1885 was quelled by a Canadian rather than a British force; and the last British troops left Canada during the South African War. Canadian self-government could today hardly be more complete if Canada were independent; and this result has undoubtedly been due to the growth of Canadian national feeling.

## Galt Is Designated "Manchester of Canada"

GALT, Ont. (Special Correspondence)—Called the "Manchester of Canada," this city of little over 13,000 inhabitants has 90 industries. It is located 57 miles west of Toronto, beautifully situated on the Grand River. Galt is noted nationally and internationally for the high quality of its foundry products, woodworking machinery and a wide range of underwear and shoes. It is served by five railways, both steam and electric lines.

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Attend London's Centennial Celebration, August 1 to 7, 1926

## London Called Typical Canadian City With Background of Varied Achievement

LONDON, Ont. (Special Correspondence)—Established in this rich agricultural section of the Dominion, London is a city of homes, with a well-balanced development of business and industry, of education and recreation. It is the sixth Canadian manufacturing center and the second largest wholesale center of Ontario. Its population is 65,000.

R. H. Coats, Dominion statistician, commenting upon the recently completed decennial census, said London was one of the most typical of Canadian cities, a community backed and surrounded by a prosperous agricultural area to which it sells and for which it manufactures, at the same time reaching out to the markets of the world. Thomas Adams, town-planning adviser to the Dominion Government, in an address in Wales, used London as an illustration of an ideally planned city.

London has magnificent golf courses, theaters and a municipally owned park of 1000 acres on the River Thames, as well as a municipal cafe and bathing beach on Lake Erie. Municipal ownership is popular and the electric railway that connects London with the lake is owned and operated by the city. The municipality also maintains automobile tourist camps appreciated by the thousands of motorists who enter Canada at highway terminals, either at Sarnia, Windsor, or Niagara.

Educational facilities range from the kindergarten and grade classes of over 30 public schools to three collegiate institutes, normal, techni-

cal, and art schools, and University of Western Ontario, which ranks high among the universities on the continent. New buildings costing over \$2,000,000 have just been erected for this university on a beautiful site.

The city has 464 industries, in which \$36,000,000 is invested. The yearly production of these concerns is estimated at \$48,000,000.

## WOODSTOCK REGARDS BEAUTY AS CIVIC ASSET

WOODSTOCK, Ont. (Special Correspondence)—Although known as the Industrial City, Woodstock is one of the most beautiful inland communities in Canada and it has come to regard its beauty as a civic asset. Its parks, its breathing spots and tree-lined streets are a glory in the summer time. Its county building is one of the finest in the country.

In addition to possessing many industries, it is the center of a rich and prosperous agricultural district, devoted chiefly to mixed farming. The County of Oxford was one of the pioneers of the dairy industry in Canada. It has an up-to-date system of public schools, a well-equipped collegiate institute and a college associated with McMaster University. Woodstock's transportation facilities are excellent, as it is served by the main lines as well as branch lines of the two great Canadian railways.

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## DOMINION HAS SOVEREIGN DEMOCRATIC GOVERNMENT

Former Minister Outlines Form and Functions of Canada's Political System—Shows Connection With Empire Is Voluntary, Free and Useful

By MARTIN BURELL

Parliamentary Librarian, Library of Parliament, Ottawa; Minister of Agriculture, 1911-17; Secretary of State and Minister of Mines, 1917-19; Minister of Customs, 1920.

OTTAWA (Special Correspondence)—By the Treaty of Paris, in 1763, the French King formally yielded Canada into the hands of England. From that early day, when no semblance of self-government existed, Canada started on the long road to the position she now occupies as a self-governing Dominion within the Commonwealth of Nations known as the British Empire. The road was not an easy one to travel. At first the new province was administered entirely by British authority, placed largely in military hands.

In 1774 the Quebec Act was passed by the British Parliament and a constitution given to the new Province. Constantly increasing friction between French and English in the ensuing years brought perplexing problems before British statesmen. These were temporarily solved by the passage of the Constitutional Act of 1791, by which Canada was divided into two provinces, Lower and Upper Canada. Representative government was introduced and an elective assembly granted to each province.

### Shadow of Popular Government

The shadow, though not the substance of popular government, had arrived. The assemblies found themselves, as far as any real power was concerned, in the hands of the legislative councils and of the executive, the members of which were appointed by the Crown. These difficulties, coupled with renewed and increasing racial feuds in lower Canada, resulted in the passage, by the British Parliament, of the Union Act of 1840, which again united the two provinces into one.

Still it was not all plain sailing. Demands and counter-demands were pressed by French and English in Canada and political matters came to a deadlock. Leading men looked round for a wise solution. In 1864 Nova Scotia, New Brunswick, and Prince Edward Island organized a conference to consider the advisability of a union of the three Maritime Provinces. Into this conference came delegates from Canada who urged the wider scheme of a union of all the provinces. Out of the deliberations at this conference emerged the request that the British Parliament should pass an act uniting all the provinces.

### British North America Act

In 1867 the Imperial Parliament, therefore, passed the British North America Act. Under the provisions of that act Canada, afterward known as the Provinces of Quebec and Ontario, Nova Scotia and New Brunswick, came into the Union. Further provision was made for the later entry of other provinces.

Manitoba entered the Confederation in 1870, British Columbia in 1871, Prince Edward Island followed suit in 1873, and the two newly discovered western provinces of Alberta and Saskatchewan in 1905. The Dominion of Canada, therefore, consists of nine provinces, in addition to the Yukon Territory and the Territories of the Northwest.

Canada is not limited in her powers of government. Canadians, in common with the people of the other dominions and of Great Britain itself, are British subjects, that is to say, they bear a common allegiance to the Throne which is occupied by a constitutional sovereign who governs entirely by the consent, and carries out the policies, of the majority of the people's representatives in Parliament.

### Voluntary Empire Ties

One can conceive someone saying that inasmuch as the Canadian Governor-General is appointed by the Imperial Authorities, and as, further, the Judicial Committee of the House of Lords in England is the final Court of Appeal for Canadian cases, there seems to be some limitation of Canadian powers. In reply, it cannot be too strongly pointed out that no Governor-General would conceivably be appointed who was objected to by the Canadian Government, and, moreover, that the system of such appointments would unquestionably be changed if it were the manifest wish of the Canadian people to change it. There are many advantages in the maintenance of the Judicial Committee as a final Court of Appeal, and it should be noted that that court consists, not only of the most emi-

nent law lords of Great Britain, but of thoroughly competent and eminent jurists from the dominions themselves. Here, again, not the slightest dissent would be expressed if the people of Canada, through their Government, considered it advisable to constitute their own Supreme Court the final Court of Appeal.

Indeed, one may go further in this whole argument and venture the assertion that, should the Canadian people desire to sever all connection with England, not a hand would be raised to stay them in their course.

The British connection, together with its visible signs, such as the Governor-General and the Judicial Committee, is maintained by consent of the Canadian people.

### Intangible Bonds

The intangible bonds which bind Canadians to their fellow subjects in the Empire are composed of a deep and common pride in the traditions of the past, a common belief that within the Empire they can find ample room for the expression and attainment of their ideals, and a conviction that in so remaining they will suffer no curtailment of those liberties which are summed up in the historic phrase, "Government of the people, by the people, for the people."

The British North America Act—Canada's written constitution—provides for a federal form of government. It differs from the American system in this, that it defines the specific matters which come under the legislative authority of the provinces. All matters not so specified fall within the jurisdiction of the Federal Parliament. The Constitution provides that in cases where there is overlapping of federal and provincial legislation, then the federal legislation shall govern. The Dominion Government, the central authority of the federation, exercises its executive, legislative, judicial powers through a governor-general, appointed by the Crown, who acts by the advice of responsible ministers, a parliament, and a supreme court. His term of office is five years. The provincial governments exercise their powers through a lieutenant-governor, who follows the advice of his executive council, a legislature, and a judiciary. His term of office is five years, and he is appointed by the Federal Government and may be dismissed by the same authority.

### Judges Appointed for Life

Judges of all courts in Canada are appointed for life by the Federal Government. They can only be removed by an address to the Governor-General from both the Senate and the House of Commons.

The Parliament of Canada con-

sists of a Senate and a House of Commons. Under the provisions of the Constitution there are 96 senators, 24 from the Maritime Provinces, 24 from Quebec, 24 from Ontario, and 24 from the four western provinces. Senators are appointed for life by the Federal Government. They receive \$4000 a session, as do the members of the Commons. The Senate can initiate legislation, with the exception of bills concerned with finance. All measures must be passed by both Houses and assented to by the Governor-General before becoming law. The Senate may amend or reject measures passed by the Commons. The House of Commons consists of 245 members, elected by popular vote.

### Executive Power

The executive body consists of a prime minister and members of his Cabinet, who are chosen by him, and

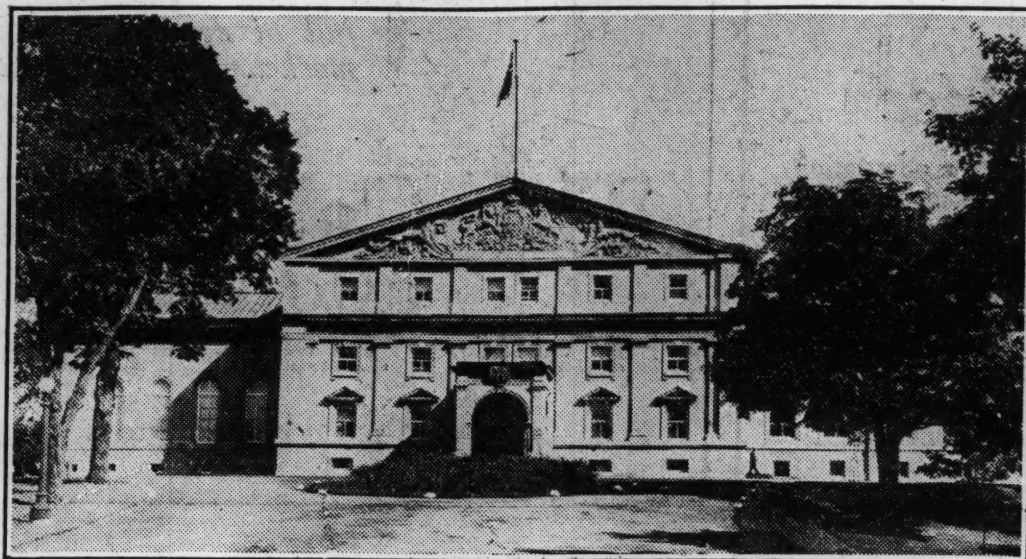
## Parliament Buildings Occupy Commanding Position in Ottawa

Peace Tower, Overshadowing All, Attracts Attention of Visitor as He Approaches City—National Memorial to Canadian Soldiers

OTTAWA (Special Correspondence)—Occupying a commanding position on the Ottawa River, Canada's Parliament buildings, with the peace tower overshadowing all, immediately attracts attention as the visitor approaches the city of Ottawa. This tower stands as a national memorial to the memory of the 60,000 Canadian soldiers who fell during the World

main tower which he designated the peace tower. The chronogram forming the corner stone of the peace tower has these simple words: "This stone was laid by Edward, Prince of Wales, on September 1st in this year of Victory, Finis Coronat Opus." In the architect's conception of the Memorial Chamber which forms the first floor of the Tower of Peace, he

## Home of the Governor-General of Canada



Rideau Hall, Ottawa.

sworn in as privy councillors. By the Constitution such ministers must be members of the Senate or of the House of Commons. By custom they are nearly always members of the Commons and must be elected by the people. They vote in the House like other members, and take charge of the bills concerning their respective departments in their passage through the House. The term of Parliament is five years. The term of the provincial legislatures is four years.

There is one marked difference between the Canadian and American governmental systems. A Government in Canada can only exist as long as it commands the confidence of the House of Commons. Should it lose that confidence by the expression of an adverse vote of the House the Government falls and another Government will be formed, or an appeal to the people may be made in a general election.

This is essentially in keeping with the fundamentals underlying democratic government, for it permits those entrusted with power to consult the final source of all authority—the people—more readily and more speedily than is possible under a more rigid constitutional system.

War. The original Parliament buildings were destroyed by fire in February, 1916, and were rebuilt on a much enlarged scale at a cost of \$10,000,000.

According to the architect, John A. Pearson, the original foundation stone was salvaged after the fire and reused in the present building. The legend on this reads: "This corner stone of the building intended to receive the Legislature of Canada was laid by Albert Edward, Prince of Wales, on the first day of September MDCCLXIX."—Relaid by his brother, Arthur, Duke of Connaught on the first day of September MDCCLXXVI." It was Edward VII who on Sept. 1, 1860, as Prince of Wales, laid the corner stone. This same stone was re-laid in 1916 as part of the reconstructed building, by the Duke of Connaught. Advantage was taken of the visit to Canada in 1919 of His Royal Highness, the present Prince of Wales, who on Sept. 1 of that year laid the corner stone of the

would seem to have expressed the thought that man is not born to trouble as the sparks fly upward; he is born to hope and to achieve. He has translated into the stone of the Peace Tower the ideals of the Canadian Army. This chamber is entered from the main floor of the Central Hall, the proportions, arches and columns of which cannot help but attune the visitor's mind to the sacred ground where he will presently stand.

Around the walls of the chamber is a black marble base, the gift of Belgium. Reared upon this and supporting the groined and vaulted ceiling are columns of St. Anne's marble, also from Belgium, suggesting its aspiration to rise to new strength after being crushed by the

For Men's and Boys' Clothing and Furnishings  
**KABEL'S**  
Where Society Brand Clothes are sold  
78 King West, KITCHENER, ONT.

**HARRY TOLTON**  
Maker of Fine Shirts and Pyjamas to Order  
Importer of Woven Cloths of Rare Weave  
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**LANG TREACY CO. Limited**  
"The store with the stock"  
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General Hardware and Tinsmithing  
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**CENTRAL SERVICE STATION**  
Sinclair High Grade Gas and Oils. Alameda Service. GOODRICH SILVER-TOWN Cords and Tires.  
FREE SERVICE ON RUNWAY  
Tel. 2170 Corner King & College  
KITCHENER, ONTARIO

**ADOLPH B. AMIS**  
Original maker of  
Kitchener's Best Chocolates and Bon-Bons  
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"Worthy of your confidence"  
109 King Street, West  
KITCHENER, ONTARIO

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Hardware, Plumbing, Heating and Tinsmithing  
154-158 King Street, West  
KITCHENER, ONTARIO

**THE DOERR ELECTRIC CO.**  
The House of Service, Value and Quality  
Phone 214 123 King Street West  
Kitchener, Ontario

**LIFEBUOY**  
Superior Quality Rubber Footwear  
Manufactured by THE KAUFMAN RUBBER CO. Limited  
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**SHOEMAKER'S ICE CREAM**  
96 Church Street Tel. 2060  
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**FISCHMAN INNER SPRING Mattress**  
Comfort—Sanitation—Long Life Ask Your Dealer

**Hoffman's Barber Shop for Service**  
BASEMENT OF WINDSOR HOUSE  
184 King West Main Entrance  
KITCHENER, ONTARIO  
**A. & C. BOEHMER, Ltd.**  
Manufacturers of All Kinds of Plain and Fancy Paper Boxes  
Established 1874 KITCHENER, ONT.

**De Garenne's**  
At leading men's stores throughout Canada

Established 1870  
**DOMINION BUTTON MANUFACTURERS Limited**  
Manufacturers of Fine Lines of Buttons  
Ivory, Fresh Water and Ocean Pearl  
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**GIFT SHOP**  
Hand Painted China, Oil and Water Colors—Parchment Shades NOVELTIES  
**MRS. WM. CAIRNES**  
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KITCHENER, ONT.

**H. J. HALL & SON**  
Established 1878 241 King Street West  
**Lumber Merchants**  
Celotex and Beaver Products  
Telephone 127  
KITCHENER, ONT.

Founded 1857  
**THE BREITHAUP LEATHER CO. Limited**  
Tanners of Sole Leather  
Head Office—KITCHENER, ONT.  
Branches at KITCHENER, PENETANG, HASTINGS

**ERNEST TAILBY**  
Public Accountant and Auditor  
Income Tax Counsel  
88 Hohner Avenue Phone 459  
KITCHENER

## ONTARIO'S GREAT HYDROELECTRIC SYSTEM STARTED IN KITCHENER

Fund Started by a Number of Public-Spirited Citizens to Get the Project Under Way Has Grown From \$45 to an Investment of \$36,000,000

KITCHENER, Ont. (Special Correspondence)—Notwithstanding its importance as an agricultural center, Kitchener is primarily a manufacturing city, being the chief rubber, furniture, leather and button-producing center of Canada.

Its greatest claim to fame, however, is as the birthplace of Ontario's great hydroelectric power system. The project was first proposed in Berlin, as Kitchener was formerly called, in 1902. A number of public-spirited citizens raised \$45 by subscription to get the project under way. The fund has grown until it is now an investment of \$36,000,000. On Oct. 11, 1910, the button was pressed that flooded the town with light from power generated at Niagara Falls, because it was thought fitting to inaugurate the service at the place where the movement began. The late Sir Adam Beck, known as the "Hydro Knight," was a native of the neighborhood of Kitchener and the late D. B. Detweiler, who did the early pioneering work, was a resident of this town.

Approximately 75 per cent of Kitchener homes are owned by their occupants. There are no slum districts. The city owns its own street railway, and it is one of the few which operate at a profit on a five-cent fare. The water supply and gas service also is owned by the municipality. The profits these utilities yield

are each year turned into the city, either to lower the tax rate or to reduce the price of these necessities.

Kitchener is the seventh largest city of Ontario, with a population of well over 25,000. It is situated 62 miles west of Toronto, in the center of a rich farming district. The city lies on the Algonquin trail, and is the hub of a good roads system, radiating in all directions. A free motor camp and good hotel accommodations are available for tourists.

## LEAMINGTON LARGE VEGETABLE MARKET

LEAMINGTON, Ont. (Special Correspondence)—Located in the southwestern corner of Ontario, 33 miles southeast of Detroit, Leamington is especially favored in climatic conditions and agricultural wealth. Zero weather is rare, and automobiles are used every day of the year.

While peaches, pears, apples, melons and corn are grown commercially in this region, "the sun parlor of Canada," quantities of vegetables are also produced. Shipped from this point last year were 700 cars of onions, 200 cars of early tomatoes, 150 cars of potatoes.

## GOUDIES' Limited Kitchener's Department Store

22 King West and 12-14 Queen North KITCHENER, ONTARIO

## THE BUTLER CYCLE CO.

C. C. M. Cleveland Bicycles  
49 Ontario Street, South KITCHENER, ONTARIO

C. W. SMITH  
Books & Stationery Office Supplies, Kodaks  
ALL CANADA MONITOR SUPPLEMENT ON SALE  
20 King East, Kitchener, Ontario

Fastidious People Travel With  
**"McBrine" Baggage**  
Made by  
The L. McBRINE CO. Limited  
Kitchener, Canada

Summer Homes and Winter Apples  
Bathing Boating Fishing

**Point Pelee Orchards, Ltd.**  
Leamington, Ontario

## LEAMINGTON ONTARIO

### TRANSPORTATION:—

SITUATED on the North Shore of Lake Erie, has splendid wharf and regular steamer to Pelee Island and Sandusky, Ohio, is served by the P. M. R., N. Y. C., and electric lines, while bus lines run in every direction. The streets are all paved and the country roads are well maintained.

### POWER:—

**HYDRO ELECTRIC POWER** is supplied at cost from Niagara Falls by the Ontario Hydro Commission.

### WATER:—

**PUREST ARTESIAN WATER** for household use with an unlimited auxiliary supply from Lake Erie for manufacturing purposes.

### FUEL:—

**NATURAL GAS** is very cheap and is exclusively used for household and heating purposes, and is supplied from fields twenty miles away.

### SPORTS:—

**MUNICIPAL PARK** on lakeside, tourist camp, dancing pavilion, baseball diamonds, tennis courts, bowling green, football grounds, golf, bathing, boating, fishing, and for those interested in nature study Point Pelee, with its Government Park and Bird Sanctuary, offers a delightful opportunity as a greater variety of bird and plant life can be found there than in any other part of America.

Leamington is a good place to live. We have good schools, including Cottage, Public, and High Schools, a well selected library, and churches of many denominations.

It is a good place to do business as it is surrounded by a wealthy farming community.

There are more automobiles owned in and around Leamington, and more money on deposit in our banks than in any other town of its size in Canada.

For further information write

**THE BOARD OF TRADE  
LEAMINGTON, ONTARIO**

## Real Estate

For Fruit Lands, Vegetable Lands, Onion Lands, Residential Property,

See  
**WILLIAM MITCHELL**  
Phone 94 LEAMINGTON, ONTARIO

**DUKE & TERNAN, Ltd.**  
Automobile Accessories and Radio Supplies

Free Road Maps and Tourist Information  
Talbot Street East  
LEAMINGTON, ONTARIO

Summer Residents, Cottagers and the Public will be well served in Furniture, House Furnishings, Fancy China, etc., at  
**GEO. JACKSON & SON'S**  
Leamington, Ontario

## Robinson Brothers

Choice Groceries and Provisions

Tourist Supplies  
White Rose Gasoline and Oils  
Mill Street Opp. Post Office  
LEAMINGTON, ONTARIO

**HELYCON**  
Phonograph Motors  
CANADIAN DESIGNED  
CANADIAN BUILT  
Superiority  
Internationally Recognized  
The HELYCON Motor is made in four types, with interchangeable parts, to meet every Phonograph Motor requirement. Write for the HELYCON Illustrated Catalog of Motors, Tone Arms, and Reproducers.

**POLLOCK-WELKER, Limited**  
Established 1907  
KITCHENER, CANADA

**KITCHENER .: The Industrial City**  
CANADA

**Why It Is Prosperous**

In 1900 the population was 9,996; in 1925 it was 25,522.  
In 1900 the assessment was \$2,844,920; in 1925 it was \$21,473,351.  
There are 126 manufacturing plants, with an annual output of over \$45,000,000.  
It is the centre of the Rubber, Automobile Tire, Leather, Boot and shoe, Furniture, Shirt and Collar and Felt Industries of Canada.  
Seventy-five per cent of homes are occupied by their owners. There are no slums and people are happy and thrifty.  
The Power, Light, Water, and Street Railway systems are owned by the municipality and successfully operated.  
Its Public Buildings, Schools, Colleges and Churches are attractive and modern.  
Over 100 acres in Parks and Playgrounds.

**New Industries, Conventions and Tourists Invited**

Kitchener is centrally located in a prosperous agricultural district, and has adequate railway and highway facilities. New industries are encouraged to locate here; conventions are assured of first-class hotel and meeting accommodation, and motor tourists are given a courteous welcome.

**COMMUNICATE With CITY CLERK or SECRETARY BOARD OF TRADE**



## BRITISH COLUMBIA

ON the eve of a period of great development. The basic industries on which her prosperity is founded—mining, lumbering, fishing, agriculture—are showing a healthy growth which is reflected in heavy investments in buildings and other commercial enterprises in and around Vancouver.

### The Vancouver Daily Province

has for twenty-eight years been representative of every good element in the population of British Columbia. It has been the exponent of sound Anglo-Saxon ideals in all questions affecting the welfare of Canada and the province of British Columbia. Unaffected by repeated changes in the ownership and policies of its contemporaries, the Daily Province has continued to enjoy the confidence of the people of British Columbia and to grow in circulation and prestige. It is the first choice of every national advertiser. Its advertising lineage for 1925 was second among Canadian daily newspapers. Circulation today over

72,000 DAILY

78,000 SUNDAY

## For More Than Forty Years

The Dominant Newspaper and Advertising Medium in Western Canada Between Winnipeg and the Pacific Coast

Our 1926 Year Book just off the press full of detailed information on this market. — Copy mailed on request.

## The Calgary Daily Herald

CALGARY

CANADA

TORONTO OFFICE:  
Royal Bank Bldg.  
R. J. Coy, Mgr.

MONTREAL OFFICE:  
215 St. James St.  
C. A. Abraham, Mgr.

VANCOUVER OFFICE:  
228 W. 1st St.  
F. E. Payson, Mgr.

U. S. OFFICES:  
Henry De Clerque, Inc.,  
Tribune Tower, Chicago,  
280 Madison Ave., N. Y.  
367 Montgomery St.,  
San Francisco, Calif.  
Chamber of Comm. Bldg.,  
Los Angeles, Calif.  
304 Leary Building,  
Seattle, Wash.

OR ANY RECOGNIZED ADVERTISING AGENCY

## \$256,000,000

was the value of Alberta's Agricultural Products in 1925

\$3,200 of new wealth for every farm home in the province.

Complete coverage of this prosperous market in Central and Northern Alberta is available to the National Advertiser through the

## EDMONTON JOURNAL

Daily—Weekly: Combined circulation 46,000  
Ask any recognized agency

Representatives:—TORONTO, Edgar J. Coy; MONTREAL—C. A. Abraham; VANCOUVER, F. E. Payson.  
English Representative:—LONDON, ENG., F. A. Smyth.  
United States Representatives:—Henry De Clerque, Inc., CHICAGO, NEW YORK, SAN FRANCISCO, LOS ANGELES, SEATTLE.

## MANITOBA'S SOURCES OF WEALTH

TWENTY YEARS ago Manitoba was chiefly notable for the quantity and quality of the wheat it raised. It was widely known as the "sure crop" province for the reason that crop failures were unknown and a high average production was maintained over a course of years. The quality remains unimpaired. Manitoba is still a large producer of wheat. It produced 39,453,490 bushels last year. But—

The Manitoba farmer no longer relies on his wheat crop. Mixed farming has advanced by leaps and bounds. Today Manitoba is notable not only for the wheat, but for its oats, barley, rye and flax, its livestock and its dairy products.

The dairy products of Manitoba last year had a cash value of \$13,500,000, an increase of \$10,000,000 in ten years.

Manitoba is, however, by no means a purely agricultural province. Winnipeg, its capital city, together with its suburbs, constituting Greater Winnipeg, is, in point of production, the fourth largest industrial centre in the Dominion of Canada.

The Winnipeg Evening Tribune is one of two large newspapers which serve the City of Winnipeg and the Province of Manitoba. The quality of the newspaper and the quality of its circulation (averaging 37,000 daily) may be judged from the subscription rates it has maintained for the past five years:—

Delivered to the city home, \$13.00 a year; on the street and from dealers daily, except Saturday, 5 cents a copy; Saturday, 10 cents a copy; by mail to Manitoba subscribers, \$8 a year. A solid, steady growth has marked the progress of

### The Winnipeg Tribune

[The Tribune aims to be an independent, clean newspaper for the home, devoted to public service.]

## Prosperous Ontario

STATISTICS recently prepared by the Canadian Business Research Bureau, in which the Province of Ontario is compared with a composite state representing averages of seven states of the U. S. A., show that with a population of 2,933,662 as against 2,913,309,

Ontario had only 1/3 the number of illiterates.  
Ontario had over 180,000 more people gainfully occupied.  
Ontario had over 36% more home owners.  
Ontario had 88,000 more people engaged in manufacture.  
Ontario had 284,000 more users of electricity.  
Ontario had 153,900 more telephones.  
Ontario farms yielded an average income of \$2543 against \$1493.  
Ontario had a per capita wealth of \$2507 against \$2011.

National advertisers who overlook Ontario are neglecting one of the most responsive markets in the world.

The Hamilton Spectator dominates the evening field in what is commonly conceded to be the richest territory in Ontario—The Niagara Peninsula.

REPRESENTATIVES  
MONTREAL—J. C. Hogan, Southam Building, TORONTO—F. W. Thompson, 100 King St. W., NEW YORK—Vere & Conklin, 285 Madison Ave., CHICAGO—Vere & Conklin, 23 E. Jackson Blvd., DETROIT—Vere & Conklin, 117 Lafayette Blvd., SAN FRANCISCO—Vere & Conklin, 681 Market St.

The Spectator  
(Est. 1846)

HAMILTON, ONTARIO  
CANADA

Founded 1844

## The Citizen

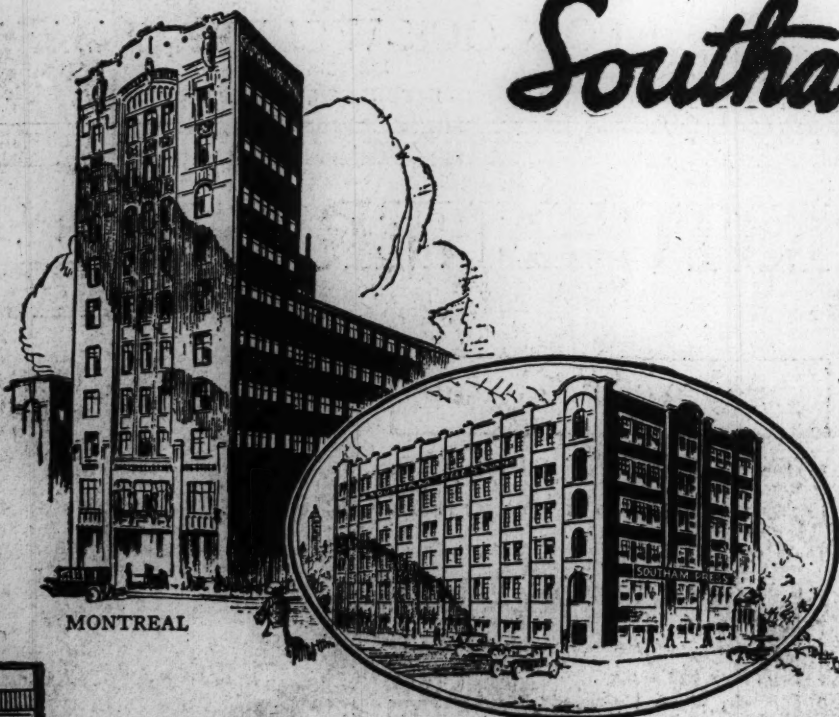
Morning Evening

"AIMS to be an Independent, Clean Newspaper for the Home, Devoted to Public Service," serving the beautiful capital of the Dominion of Canada—Ottawa—a city of homes and gardens, Parliament Buildings, extensive driveways and parks, flourishing manufactories and up-to-date shops—Ottawa, a glowing jewel on the chain of two mighty rivers, pressed against the ancient heart of the loveliest valley in Canada, under the brooding gaze of the blue Laurentians. The Citizen prides itself on its daily service to the homes of Ottawa, and the influence it brings to bear on the life of the community—a service that entails responsibility not lightly considered. National and international advertisers who wish to reach the homes of Ottawa and Ottawa Valley can do so most thoroughly and satisfactorily through the advertising columns of The Citizen. Net paid circulation, 29,565.

Member Audit Bureau Circulation

Representatives: F. W. THOMPSON, 100 King Street West, TORONTO, Ont.; J. C. HOGAN, Room 401, Southam Building, MONTREAL, Que.; FRANK E. PAYSON, 228 W. 1st St., VANCOUVER, B. C.; VERE & CONKLIN, Inc., 285 Madison Avenue, NEW YORK, City, N. Y., with branch offices also at 23 E. Jackson Blvd., CHICAGO, Ill.; 117 Lafayette Boulevard, DETROIT, Mich.; 681 Market Street, SAN FRANCISCO, Calif.; BROOKS PUBLICITY SERVICE, 57-59 Chancery Lane, LONDON, W.

## Southam Service Sells Goods



THE basic idea underlying all Southam Service is—to do good printing and to make printing do good—to the man who buys it. In other words, so to plan and produce his printing that it will definitely accomplish the purpose for which it is created. The biggest percentage of all printing is designed to promote sales and unless it does this with some degree of effectiveness it is no longer an investment but an expense. Whatever success we have achieved has been due principally to this one thing—of being able to regard printing not alone from the standard of "how good," but from the more important standard of "how useful." That is why buyers of printing today recognize that "Southam Service Sells Goods."



Commercial Printing  
Lithography  
Merchandising  
Advertising  
Shipping Tags, Labels  
Railroad Printing  
Mail-Order Printing

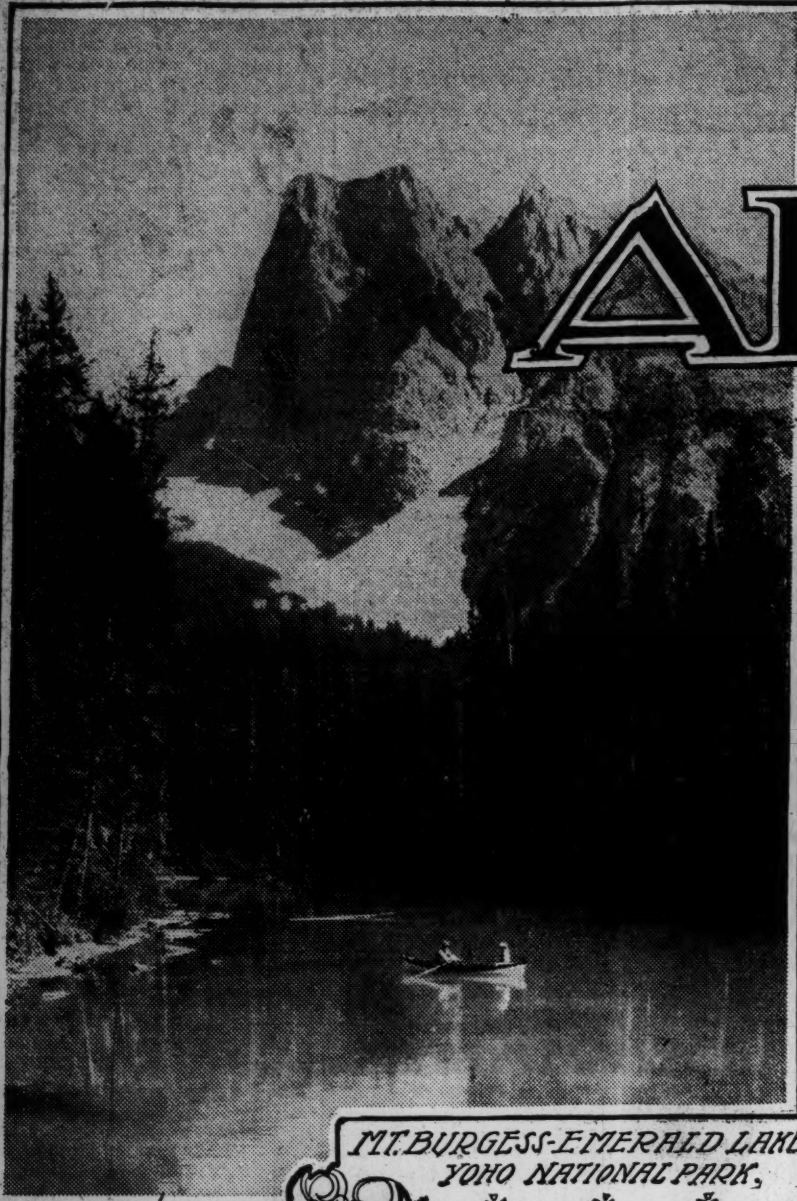
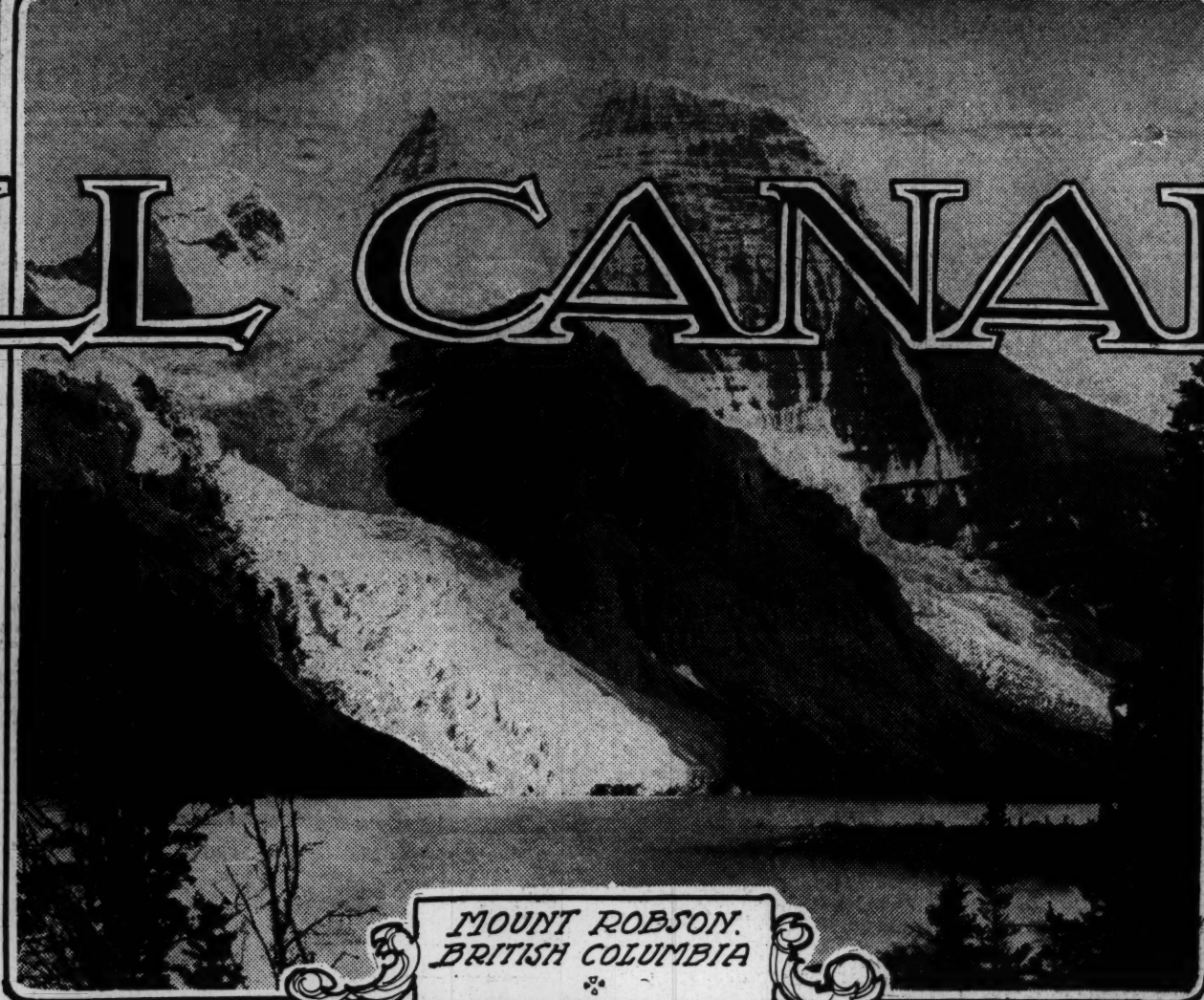
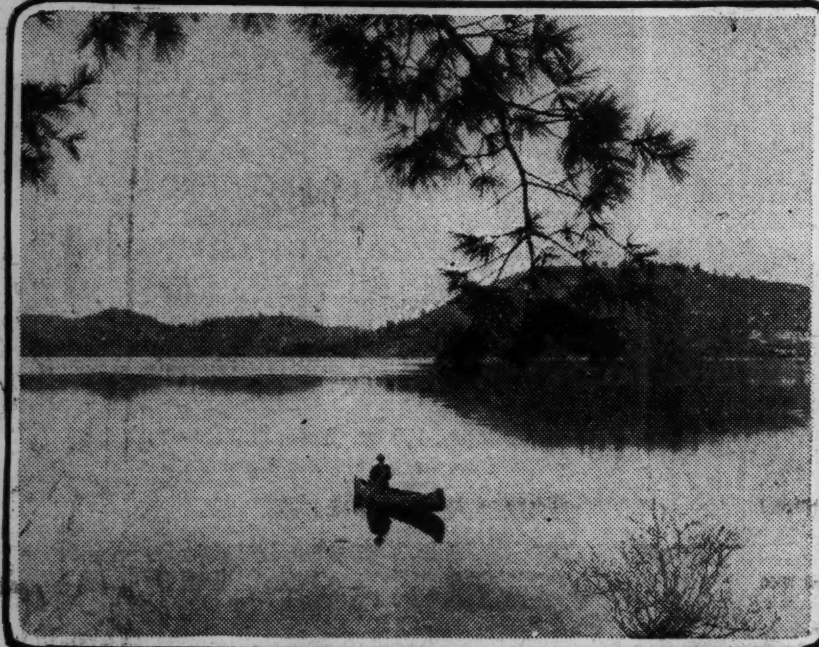
## SOUTHAM PRESS, LIMITED

TORONTO—MONTREAL



BOSTON, FRIDAY, APRIL 16, 1926

## ALL CANADA

MT. BURGESS-EMERALD LAKE,  
YOHO NATIONAL PARKMOUNT ROBSON,  
BRITISH COLUMBIAMOUNT MACDONALD,  
GLACIER, B.C.

GRAND LAKE, ALGONQUIN PARK, ONTARIO

MOUNTAIN SHEEP, JASPER NATIONAL PARK,  
ALBERTA

## The Lure of the Wild

By CHARLES G. D. ROBERTS

Canadian Poet and Author and First Recipient of the Lorne Pierce Gold Medal  
for Distinguished Service to Canadian Literature

IN THE makeup of most normal human beings there is something always ready to respond to the call of the wilderness. Civilization, with all those characteristics which are a product of it, is but a veneer which has been slowly and laboriously applied upon the foundations of the primitive. Where the foundations are sound, it is good to be kept mindful of them, to get back to them from time to time and be reassured as to their substance and their truth.

## Escape From Turmoil

To many others the promise is of unspoiled solitudes of sea or plain, of forest or mountain, or unnamed, lonely lakes, of wild rivers flooding away to the unknown. And to many, many others, less adventurous in their dreams, the voice whispers chiefly of escape from the turmoil, of green spaces and quiet waters and woodland-scented air; for this craving is

Mid task and toll a space  
To dream on nature's face.  
And they remember longingly that  
Lethure in the sun and air  
Makes the spirit strong and fair.

North, south, east or west, I doubt if there be any corner of the kind old mothering earth where nature calls us back to her with such varied persuasions, or so abundantly fulfills all the promise of her lures, as here in this vast half-continent of Canada. Here swarm the wild kindreds of fur, feather and fin. Here are spacious solitudes awaiting all who crave them. Here are yet nameless lakes and streams to be explored. Here is every kind of sublimity, every kind of beauty (save those of the tropics), that untamed nature can offer to the eyes of her lovers. Here is adventure to satisfy the most avidly restless spirit; and here all the refreshment and renewal that the most intimately lovely of landscapes, the breezes, the most blossomy of meadows and clearly sparkling of skies can offer.

## The Lure of the Wild

For my own part—and I feel that I need make no apology for introducing the personal note—being a child of the woodland country and the little, homely farms, I have always been keenly alive to the lure of the wild, and to all its various invitations I have responded ardently. Of them all there is but one which has lost its persuasiveness for me. Hunting has no longer any zest for me.

To trail, to outwit, to ambush the wary dwellers of the wilderness—to match my woodcraft against theirs

and expose their furtive tactics, yes, that will never lose its thrill. Alive they are so much more beautiful, so infinitely more interesting! And the look in the dark eyes of a mortally wounded deer may sometimes damp one's triumph. To my mind the field-glass or the camera is a more exciting weapon than the rifle or the shotgun, and may yield results of a more lasting value. Let me confess, however, that my attitude of sympathy and fellowship toward the wild creatures has its limitations.

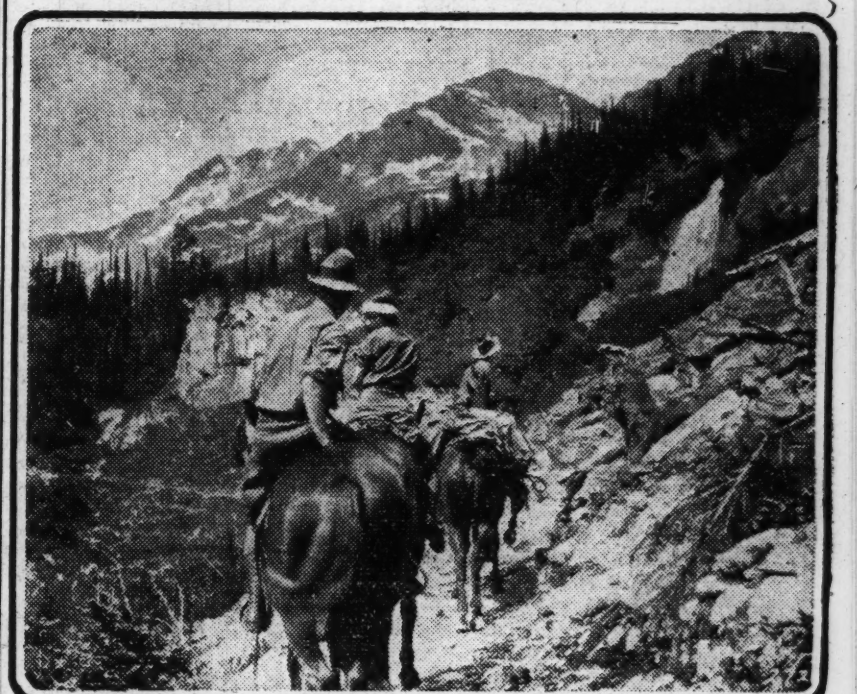
Always these Canadian wilds of mine—whether in their softest and most enchanting beauty or in their bleakest austerity, whether in their storm and turbulence or in their most withdrawn and mystic quietudes—always their call to me comes clear and compelling. Naturally, my response to the call takes many forms; but of them all, the one which gives the most deep and lasting satisfaction consists in the sympathetic study of the wilderness.

## A Fascinating Study

To me it seems not enough to approach this fascinating study with merely the curious eyes of the naturalist. To really know the wild creatures something more is necessary than to note their forms and colors, their seasons and their habits, their food, their tracks, their dwellings, and their matings. All these points are the first essential. They are the fundamental facts on which all further study must be based, and lack of exact, painstaking observation may vitiate all one's conclusions.

But having got one's facts right—and enough of them to generalize from safely—the exciting adventure lies in the effort to "get under the skins," so to speak, of these shy and elusive beings, to discern their motives, to uncover and chart their simple mental processes, to learn to differentiate between those of their actions which are the results of blind, inherited instinct, and those which spring from something definitely akin to reason; for I am absolutely convinced that, within their widely varied yet strictly set limitations, the more advanced of the furred and feathered folk do reason.

Even if, through lack of skill or special aptitude in the beginning, the measurable results should seem but small, it must be remembered that the effort itself is its own ample and satisfying reward. In schooling ourselves to the attitude of our humbler kindred so as to look at the perilous adventurer through their eyes—which is the only way we can come really to know them—we cannot but enlarge our capacity for the understanding of our fellow men, and grow in a gentleness which will add grace and serenity to our days.

Photo by Arthur S. Goss  
CHARLES G. D. ROBERTS

ON THE TRAIL, GLACIER, B.C.

SCENE IN THE SAINT JOHN RIVER VALLEY,  
NEW BRUNSWICKCAMP LIFE ALONG  
THE FRENCH RIVER,  
ONTARIO.  
Courtesy Canadian National RyIN THE JASPER  
NATIONAL PARK, ALBERTAISLAND SCENE IN THE  
GEORGIAN BAY DISTRICT, ONTARIO.  
Courtesy Canadian National Ry



## Canadian National Railways a Trial of People's Ownership

Government Lines Increase on Assuming Responsibilities of Canadian Northern and Grand Trunk Pacific—A Development Proposition

By SIR HENRY W. THORNTON

Chairman of the Board of Directors and President, Canadian National Railways  
MONTREAL (Special Correspondence)—The situation in regard to the Canadian National Railways—the greatest experiment in public ownership ever undertaken—is so generally misunderstood in the United States that it merits an explanation.

Prior to the formation of the present system there had been for a long time in Canada what were known as the Canadian Government Railways, consisting of the Intercolonial Railway (with the Prince Edward Island Railway) and the National Transcontinental Railway, the latter extending from Moncton, N. B. in the east, to Winnipeg in the west. The Intercolonial Railway had been built in fulfillment of the terms under which the provinces of New Brunswick, Nova Scotia and Prince Edward Island entered the Confederation, and the Transcontinental was a legacy which fell to the Government as a result of the refusal of the Grand Trunk Railway Company to operate that line in accordance with the provisions of an agreement entered into with the Government some years previously. These properties formed what were known as the Canadian Government Railways.

### Building of Northern Railway

Some years back Messrs. MacKenzie & Mann embarked upon the construction of the Canadian Northern Railway, practically a transcontinental system, and this in due time was completed. About the same time the Grand Trunk Railway Company undertook the construction of the Grand Trunk Pacific Railway, extending from Winnipeg to Prince Rupert on the Pacific coast.

Both of these projects had been completed or approached completion at the commencement of the European War. As a result of that disaster, and for other reasons more or less growing out of war-time conditions, the Canadian Northern Railway found itself in serious financial difficulties, and the Grand Trunk Railway Company was obliged to confess its inability to continue the working of the Grand Trunk Pacific Railway.

Under these circumstances there seemed nothing for the Dominion of Canada to do but to take over the Canadian Northern and Grand Trunk Pacific, combining them with the Canadian Government Railways already described. To add to the complications of the situation, the parent Grand Trunk Railway Company itself was in difficulties, and, to make a long story short, the Government was obliged to take control of the Grand Trunk system, in addition to the other properties, in order to prevent receiverships and a chaotic transportation position.

### A Huge Undertaking

Without dwelling upon the various arbitrations and legal measures which preceded the formation of the Canadian National Railways as now existing, it will be seen that the people of Canada acquired this great transportation system because any other solution of their railway problem was doubtful. It was, and is, a huge undertaking, as, in addition to more than 22,000 miles of line, the properties comprise a telegraph company with more than 100,000 miles of wire, an express company with Dominion-wide activities, a chain of 10 hotels and various coastal steamship and ferry services. The financial position of the Canadian National Railways, in some of its aspects, has been used as an argument against the State ownership of railways, and in certain other aspects as an argument to the contrary. As a matter of fact, the financial position of the Canadian National Railways is not in any sense due to State ownership of the system. If anything, what unfavorable conditions there may be in the financial situation are largely the inheritance of private administration. It is true the railway system does not earn its fixed charges; but what railway system of such magnitude

SIR HENRY W. THORNTON K. B. E.

that the operators of a public-owned enterprise will take advantage of their position to secure business on the plea that the more business the public-owned company receives, the smaller will be the burden the taxpayers are asked to carry. We, on the Canadian National Railways, refuse entirely to use such methods. Every officer and man realizes that such methods of securing business will not be countenanced. I have said before, and I repeat again, that we do not desire business because we are the "People's Railway." We do not want any treatment excepting that which our service merits. We seek business only upon the basis of the service we think we can give. We have got to stand up and take our knocks the same as any other transportation system, privately owned, will take its knocks. It is upon that basis that we are proceeding—and winning.

### Canada's Greatest Clothiers



SPRING, 1926

You will appreciate the new styles and colorings in Smart Set Clothes of finest imported fabrics from England and Scotland now on display for spring.

### Men's

Suits and Topcoats of distinctive English appearance, a perfect reflection of the latest London styles, from \$25 to \$65.

### Boys'

Correct fashions in models designed to fit every boy. Long trousers will predominate this spring from \$10 to \$25.

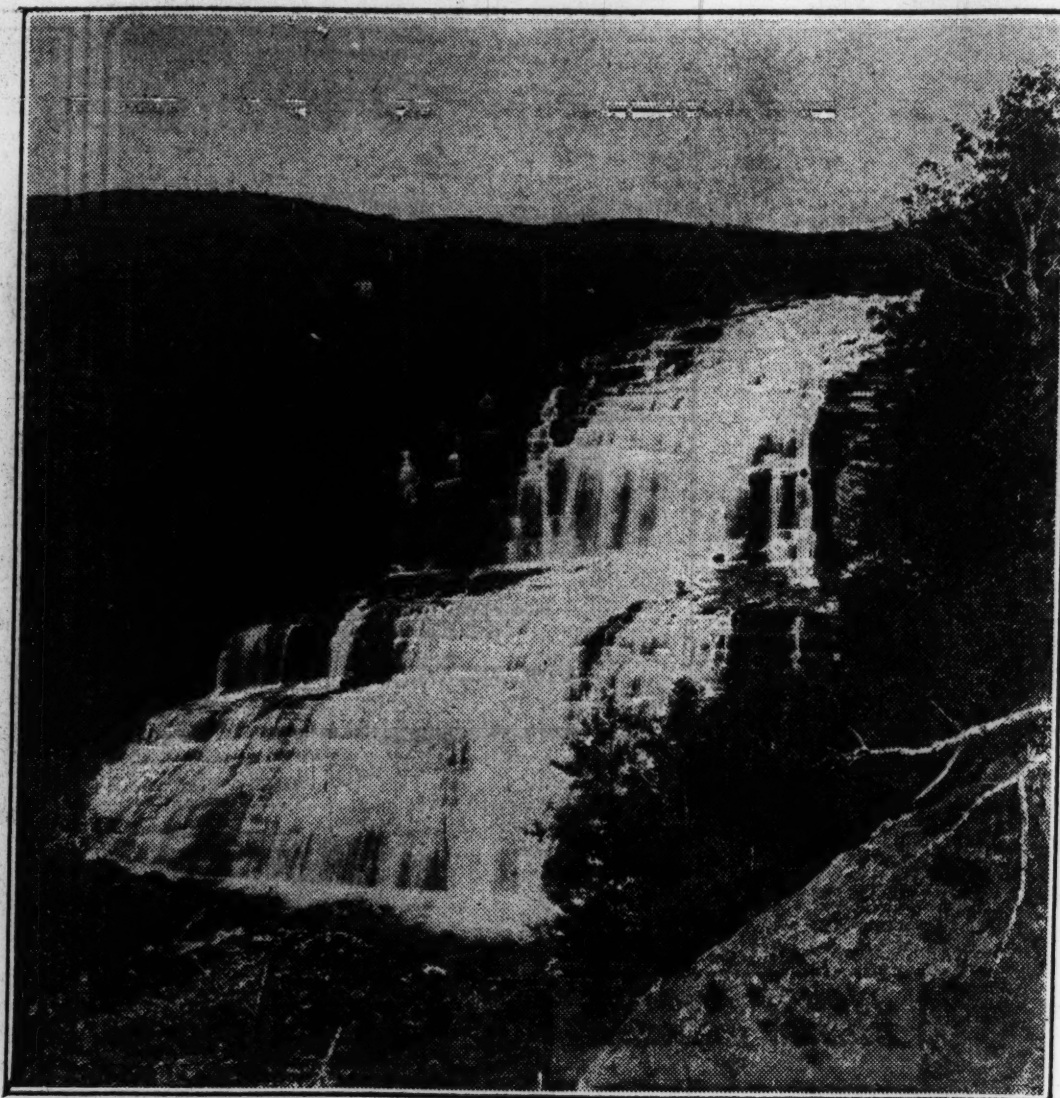
### Furnishings

Imported furnishings from Paul Omer & Co., France, Weller & Maguire & Co., L. & R. Morley & Co., and Virgoe Middleton & Co., London, England.

**J. H. Blumenthal & Sons**  
LIMITED

Cor. St. Catherine and Bleury Streets  
Montreal, Canada  
ESTABLISHED 1868

## Delightful Picture of the Fraser Falls, Quebec



Terrace Upon Terrace of Foaming Waters Are Fringed on Either Side With Woodlands and Pastoral Lands.

Canadian National Railways

## McGILL UNIVERSITY IS NOTED AS GREAT EDUCATIONAL CENTER

Organization Plan Similar to That Employed by Universities in Scotland—School of Commerce Recently Established Has Large Following

MONTREAL, Que. (Special Correspondence)—McGill University is an independent, nonsectarian institution, and, being privately endowed, is in no way under Government control. In its organization it follows the general lines of the universities of Scotland, the teaching and examinations being carried on by different faculties, all of which are under the general control of the university. Its independence of outside influence is probably the greatest asset of McGill, and the university has always taken great pride in fostering liberty of thought and action.

The buildings, with the exception of Macdonald College, are grouped together on the southern slope below Mt. Royal Park. McGill College is the central edifice. To the west of this building are the university museum and the library, the latter with its large collection of over 200,000 volumes and its magnificent reading hall. The Students' Union, near by, is the undergraduates' club, and contains reading rooms, billiard rooms, a restaurant and a large hall, used for meetings and dances.

McGill College is the oldest of the university buildings and the home of the faculty of arts, the students in which have increased in numbers to such an extent as to necessitate the

entire reconstruction of the college buildings, although the old front is being retained.

Another important course at McGill is afforded by the School of Commerce, recently established, which offers four years of training leading to the degree of Bachelor of Commerce.

The faculty of applied science offers courses in architecture, electrical engineering (including electrical communications), mechanical, civil, mining, metallurgical and chemical engineering. During the past year the laboratories of the engineering building have been completely rearranged and largely re-equipped, much additional space having become available through the erection of the new electrical wing.

A very important sub-department has recently been formed in the department of chemistry, to make a special study of certain branches of industrial chemistry, especially those aspects of chemical research connected with the manufacturing of cellulose products.

The faculty of music, in connection with which there is a conservatorium of music, gives junior courses as well as senior courses leading to the musical degree.

In the faculty of law there has re-

cently been instituted a full-time three-year course in civil law. Special attention will be paid not only to Roman law, upon which the legal system of the Province of Quebec is based, but to commercial and international law. McGill possesses also the only school of physical education in Canada (for women), a school the graduates of which are engaged in teaching all over the Dominion.

At Macdonald College, situated about 20 miles outside Montreal, are housed the faculty of agriculture, the school of household science and the school for teachers. In addition to the faculties and departments of which special mention has been made above, the university possesses a school for social workers, a school of graduate nurses and a newly established department of child study.

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## Musical Progress Promoted by Festivals, Schools, Radio

Choral Societies and Chamber Music Groups Hold Places of Opera Companies and Symphony Orchestras—Higher Standards Are Encouraged

By DR. H. C. PERRIN

Dean of the Faculty of Music, McGill University

MONTREAL (Special Correspondence)—Any friendly inquirer into the reason why Canada, up to the present, has not made greater progress in the liberal arts, would probably be told by the average Canadian that as a young country Canada has been too busily engaged in the spheres of agriculture, commerce and industry to devote valuable time to such an unremunerative pursuit.

Fortunately, in nearly every part of the country there have been a small but increasing number of people who, realizing that "man does not live by bread alone," and that environment is a very potent influence, have endeavored to establish and maintain atmosphere in which all forms of art would have a chance to develop, while trying to convince opponents that art in its various forms is a necessary factor in human existence. Certain results of this earnest endeavor may be seen already in the various spheres of Canadian painting, sculpture, architecture and music.

Canada has not been able so far to show many men of great wealth willing to stand behind movements to establish opera companies or symphony orchestras on a firm basis. There have been spasmodic attempts to do so in such cities as Montreal and Toronto, and certain artistic results have been reached, but financial backing by a coterie of wealthy men, each of whom does not mind losing a substantial sum for a few years till an enterprise has a chance to find its feet, is lacking.

The general use of the radio, gramophone and so-called pianoplayer is in no sense to be deprecated, and signs are not wanting in Canada that they are viewed less in the light of toys intended to amuse and entertain in a frivolous manner and more as a help to the spread of a knowledge of music which is worth while.

There can be no doubt that the competition festival movement which operates annually in each of the provinces of Ontario, Manitoba, Saskatchewan and British Columbia has been the means of stimulating

culm were better equipped before-hand.

The education authorities of such provinces as British Columbia, Alberta, Saskatchewan and Manitoba have set an excellent example by granting school credits for individual practical music done outside of school and at a scholar's own expense during the various years of high school life, provided that scholar can produce certificates of having satisfied the examiners in music of certain specified institutions, among which are McGill University, Montreal, and the University of Toronto, or in the case of British Columbia and Manitoba, of having satisfied the examiners specially appointed by the province itself.

Enterprise is being shown, especially in cities like Toronto and Montreal, by school supervisors of music, in developing high school orchestras and in cultivating the musical appreciation of school children by enlarging opportunities for them to listen to special performances (orchestral and otherwise), together with illuminating remarks on the music performed.

In conclusion, it may safely be said that interest and progress in musical art are to be noticed everywhere in Canada. The public, however, needs to be educated, so as to differentiate more accurately between true art and spurious art, as also between teachers of music who are really qualified to teach and those who are charlatans.

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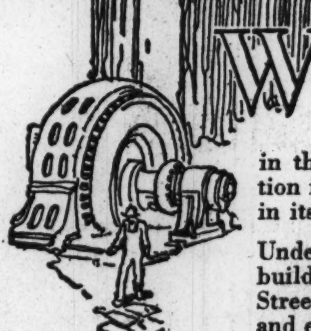
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## SURVIVAL OF FRENCH IN AMERICA SEEN IN PROVINCE OF QUEBEC

Population Was 60,000 in 1759; Today It Is More Than 3,000,000, and Represents a Loyal, Cultured Group

By OSCAR MORIN  
Deputy Minister of Municipal Affairs of  
the Province of Quebec

QUEBEC (Special Correspondence).—One of the miracles which has been in process of evolution during the last 150 years was brought to the attention of the world in 1908 by the eminent French academician, Maurice Barrès, in Quebec, who proclaimed this to be "The Miracle of the Survival of the French in America." He referred to the astonishing growth and prominence attained by the descendants of the handful of French-Canadians left in Canada in 1759, when the French flag was burned as a holocaust by General de Lévis, on the island of Montreal, and the British emblem was hoisted over the Quebec citadel.

In 1759, 60,000 French-Canadians were grouped around Quebec, Three-Rivers and Montreal, including the settlers scattered along the banks of the St. Lawrence River and its tributaries. The 60,000 have now become a population of over 3,000,000 throughout Canada, while 1,750,000 have become citizens of the United States. The French population on this continent has, therefore, increased more than fiftyfold.

**Held to Old Tradition**  
After the fall of Quebec, the French colonists decided that they must live, endure and multiply. They had ideals to maintain, traditions, a culture, a language and a faith which they cherished and of which they constituted themselves the guardians. They accepted the new régime loyally and settled down to the tilling of their farms; and they prospered and multiplied.

These descendants of a race of discoverers and explorers persisted in the desire to discover new territory and they very soon renewed their quest for new fields and founded new settlements. One of the most famous French explorers was Louis Joliet.

The French population of North America, as given in an article by Senator L. A. Belcourt, and published in the Social and Economic Conditions in the Dominion of Canada, May, 1923, is given as follows:

Province of Quebec, 2,000,000;  
United States, 1,750,000; Ontario, 300,000; New Brunswick, 124,000; Nova Scotia, 55,000; Prince Edward Island, 12,000; Saskatchewan 40,000; Manitoba, 35,000; Alberta, 28,000; British Columbia, 12,000; Yukon and Territories 20,000.

It is not my intention to deal, here, with the important groups of French speaking Canadians outside of the Province of Quebec, but with the doings of the largest group forming four-fifths of the population of the Province.

The French Canadian is rooted to the soil by three centuries of history. He still loves France, his former mother country, but France is not his old country home and he is never heard to speak of returning there. He was one of the first pioneers on American soil and he will be the last defender of Canada, according to the statement of Sir E. P. Taché, Prime Minister of Canada in 1859.

**Love of Country**

The French Canadians today are progressive, law abiding, pacific and a patriotic people. They have produced many very prominent men in all the walks of life, among whom may be cited two cardinals of the Roman Catholic Church; Sir Wilfrid Laurier, who was Prime Minister of Canada, he, a French Canadian and a Roman Catholic, elected by a country two-thirds English-speaking and Protestant. This last fact alone tends to show the excellent feeling which exists between the different elements in Canada. Both British and French languages are official at Ottawa and Quebec. French Canadians hold important Cabinet positions in the Ottawa Government and English Canadians in that of Quebec. In the Province of Quebec, numerous electoral divisions, in which the large majority is French Canadian, nevertheless elect English-speaking and Protestant representatives to both parliaments.

As far as education is concerned, there are in Quebec two French universities, 21 classical colleges, in which are taught French, English, Latin and Greek. Education has penetrated everywhere. We have today in the Province of Quebec 8014 schools, 21,632 teachers and 583,905 pupils.

The percentage of enrollment of pupils in attendance in Quebec is 80 per cent, which is the highest average of all provinces, with the exception of British Columbia, where the percentage is 81.3. The Province of Quebec is one of the foremost and best governed provinces in the Dominion. Its credit is second to none of any of the other provinces, since its bonds sell at a higher figure than other provinces and even on a par with those of the Dominion itself.

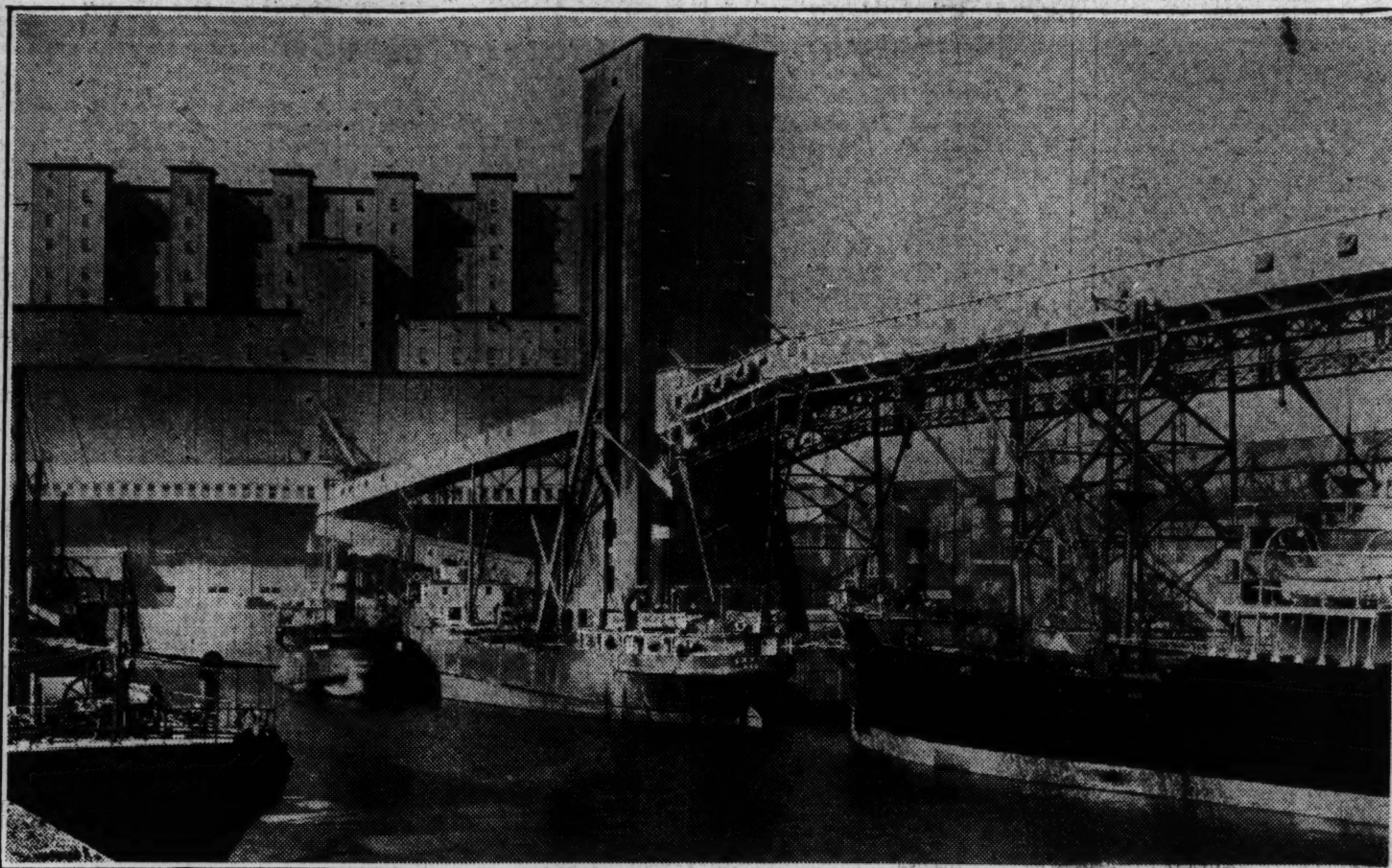
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ici, des groupes importants de Canadiens de langue française en dehors de la Province de Québec, mais des faits du plus grand groupe formant les quatre cinquièmes de la population de cette Province.

Le Canadien français est enraciné dans le sol par trois siècles d'histoire. Il aime toujours la France, sa mère patrie d'autrefois; mais la France, le vieux pays, n'est pas son foyer, et on ne l'entend jamais parler d'y retourner. Il a été le premier pionnier sur le sol américain et il sera le dernier défenseur du Canada, d'après l'assertion de Sir E. P. Taché, premier ministre du Canada en 1859.

**L'Amour de la Patrie**

Les Canadiens français ont produit beaucoup d'hommes très éminents dans tous les domaines de la vie.

Parmi ceux-ci on peut citer deux cardinaux de l'église catholique romain et Sir Wilfrid Laurier qui devint premier ministre du Canada, lui, Canadien français et catholique romain, élu par un pays dont les deux tiers sont de langue anglaise et protestants. Ce dernier fait, à lui seul, tend à montrer le sentiment excellent qui existe entre les divers éléments du Canada.

La langue anglaise et la française sont toutes deux officielles à Ottawa et à Québec. Les Canadiens français occupent des postes importants dans le cabinet du gouvernement fédéral à Ottawa, et ceux de langue anglaise dans le gouvernement de la Province de Québec, 8014 écoles, 21,632 instituteurs, et 583,905 élèves.

Le pourcentage d'enrôlement des élèves dans les écoles de la Province de Québec est de 80, ce qui est la moyenne la plus haute de toutes les provinces, à l'exception de la Colombie Britannique, où le pourcentage est de 81.3.

La Province de Québec est une des premières et des mieux gouvernées des provinces du Dominion. Son crédit n'est inférieur à celui d'aucune des autres provinces, car ses obligations se vendent à un chiffre plus élevé que celles des autres provinces, et même elles sont au niveau de celles du Dominion lui-même.



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## QUARTER CENTURY'S PROGRESS LINKS TRADE AND EDUCATION

Rise in Population, Agricultural Acreage, Hydroelectric Plants and Manufacturing Paralleled by Increasing Investments in Canada's Schools

By S. A. CUDMORE  
Editor, Canada Year Book. Published by Dominion Bureau of Statistics

OTTAWA (Special Correspondence).—At the opening of the twentieth century Sir Wilfrid Laurier, then Prime Minister of Canada, stated that the nineteenth century had been the century of the United States and that the twentieth century would be the century of Canada.

While the war and the post-war depression have checked the rapid development which took place during the years 1900 to 1914 and was accelerated in the later years of that period, we may take the bad times with the good and view the quarter-century as a whole, remembering that the great post-war depression is now itself rapidly passing away.

The natural consequence of an increasing population is an increasing area of settlement. The area of occupied farms in Canada increased from 63,422,000 acres to 140,838,000 acres between 1901 and 1921, and the improved area from 30,166,000 acres to 70,770,000 acres. Thus the occupied area increased by 122 per cent and the improved area by 134 per cent in 20 years.

Again, the oat crop increased from 151,000,000 bushels in 1901 to 522,000,000 bushels in 1925, and the value of dairy products rose from \$65,000,000 to \$213,000,000. Mineral production, too, advanced in value from \$66,000,000 in 1901 to \$228,000,000 in 1925.

Nor is Canada a country merely of primary production—a lumber lot or a granary. The capital investment in her manufacturing industries has risen from \$447,000,000 in 1901 to \$3,380,000,000 in 1923 and the gross value of manufactured products from \$481,000,000 to \$2,781,000,000—an increase of 478 per cent in the latter comparison.

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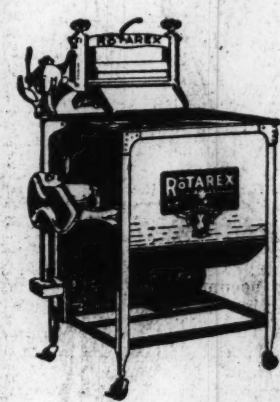
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## CANADIAN PACIFIC RAILWAY TERMED UNIFIER OF NATION

President of Road Declares It Made an Economic Unit of a Political Confederation—Spanning Continent Was Only Beginning of Development

By E. W. BEATTY  
Chairman and President, Canadian Pacific Railway Company

MONTREAL (Special Correspondence)—Brought into existence as one of the chief factors in the federation of the various widely scattered British North American colonies, the Canadian Pacific Railway, more than any other agency of its kind, has ever since been one of the prime forces working for the development of Canada toward nationhood.

Confederation brought into a political whole the inhabited districts of the Maritime Provinces, Quebec, Ontario and the far-off Pacific coast. It remained for the Canadian Pacific to bind them together into an economic unit and to give the newly emerging country called Canada a system of transportation and communication without which no scheme of confederation could successfully have been conceived of, and in fact, which it would probably not have continued for any length of time.

The building of the road was entered upon as a Government project, but extravagance and delay doomed this attempt to early failure and the task was later accepted by that group of men whose titanic efforts and sacrifice in the face of what time and again seemed like defeat and ruin finally culminated in the completion of the railway.

**Difficulties Overcome**  
The efforts of the railroad's builders were met not only by the difficulties naturally consequent upon the building of a road across a country so diverse in natural obstacles, but also by the outspoken discouragements of those who had no faith in the project and by the pronounced coolness of the financial world, which was far from assured that it could ever be an economic and financial success.

It was only when, in 1885, the last spike of the completed transcontinental road was driven, that the new road first received recognition as a national institution, but that recognition has steadily become more general, until today it is an accepted fact throughout the civilized world as it is in Canada.

When 40 years ago the last spike was driven, the road consisted of less than 3000 miles of single track line running from Montreal to Vancouver. Today its operated mileage in Canada totals over 15,000. The narrow line of single track has become a wide network covering and serving Canada's populated areas which it has been and still is largely instrumental in developing, and there are few branches of Canadian activity in which it does not take a part.

**"Thin Line of Steel"**  
The task which the Canadian Pacific entered upon at the time its thin line of steel was completed was little less formidable than the actual building of the road had been. The building called for heroic pioneering and the exercise of tremendous driving force; the new task, that of building up a country to support the railway, demanded a high order of statesmanship. When the railroad of the United States first pushed their way from East to West they followed to a large extent a very considerable population movement that had spread toward the Pacific before them.

In Canada by far the greater part of the new railway had to be built through a practically unpopulated country that extended, with the exception of a few settlements here and there along its line, from the Ottawa River to the Pacific coast. The task ahead was to so develop that country and attract people to it as to make it self-supporting from a railway point of view. The population of the potential wheat fields of the prairies was the first objective, and this the company proceeded to do by means of vigorous immigration campaigns.

For three decades the virgin prairies receded before the plow, ever proving their tremendous fertility, and the Pacific coast, rich in climatic charm and natural resources, enjoyed its own development, no less rapid and permanent in character than that of the Prairie Provinces.

**Demand for Other Services**

As the country developed there grew a demand for other services that had to be supplied if its progress were not to be retarded, and the Canadian Pacific Hotel system came into being, largely because no other company was then in a position to build them, or would consider so doing. They were erected one after the other as occasion demanded and coincident with them came the development of the tourist business in the Canadian Rockies which has grown to such enormous proportions. The creation of the company's Atlantic and Pacific fleets of passenger and freight liners helped in the development of Canada's foreign trade and its system of inland waterway steam lines had a like effect on local business.

Since 1885 Canada's population has a little better than doubled, considering it now as at about 9,500,000, but as development has gone forward there has been a much faster growth in the country's relative wealth. The war checked immigration and, to some extent, national

development, and it is only now the country is again moving forward along the path of pronounced progress. More, perhaps, than ever before there is a need for statesmanship in the direction of its growth. There are serious problems still to be solved and some of the most pressing of these are geographical in their nature. Between the well settled areas—namely between the Maritimes and Quebec and between old Ontario and the prairies—the country remains but thinly populated, while the Rocky Mountains are even a far more serious barrier between the Pacific Coast and the East.

**Barriers Costly**  
These barriers make for high cost of transportation and for variation in political and economic thought and aspirations. To some extent we are the victims of an environment in this respect due to the rapid opening of mining regions of great wealth in northern Ontario, which is tending to develop and populate that country and thus provide a link between East and West, but I am sure that those who believe that Canada's great need on all economic points is a speedy increase of her population through desirable immigration.

The Canadian Pacific has already spent over \$70,000,000 of its own money in furthering this cause, and will continue to support it both at home and abroad. It is seeking by means of the sale of farm lands on

## CANADIAN SHIPPING SERVICE LINKS DOMINION TO WORLD

Montreal and Quebec Prove Popular Ports of Embarkation for European Tourists—Exports on Atlantic and Pacific Routes Form Impressive Total

By R. W. REFORD  
President of the Shipping Federation of Canada

MONTREAL (Special Correspondence)—On both east and west, Canada is in contact with all parts of the world. From ports on the Pacific coast, as from ports on the Atlantic coast, sail vessels which ply the seven seas take the products of Canada to every country and clime.

All the year round, a regular service operated by the leading shipping companies of the world keeps the land of the maple in touch with Europe on the one side and the Orient and the Antipodes on the other. In fact, so popular has the Canada-to-Europe route become, that European visitors to the United States travel via Canadian ports, and many of our southern neighbors commence their tour of the world by journeying northward and embarking on a sea voyage at Montreal or Quebec.

There are many different steamship lines to deal with the multifarious classes of traffic and to sail between the Canadian and many foreign ports. But the large passenger vessels are operated in the main by three of the greater steamship companies of the world—the Cunard, the White Star-Dominion, and the Canadian Pacific.

**Extensive Freight Service**  
Canada has much produce to export to other countries—wheat, timber, metals and minerals—and there along its line, from the Ottawa River to the Pacific coast, the task ahead was to so develop that country and attract people to it as to make it self-supporting from a railway point of view. The population of the potential wheat fields of the prairies was the first objective, and this the company proceeded to do by means of vigorous immigration campaigns.

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E. W. BEATTY  
President of the Canadian Pacific Railway

exceedingly easy terms to attract the right kind of farmers to the country, and, by the development of its irrigation projects and experimental farms, to increase the productivity of the country. In such enterprises as these and in the fostering of Canada's industrial development the Canadian Pacific seeks to direct its efforts as a national institution, confident that so long as it thus carries out its duty to the country and faithfully serves the people who live therein, it will deserve well of Canada and will accordingly meet with the fair measure of co-operation that will enable it to continue its life of service to this country.

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President of the Shipping Federation of Canada

MONTREAL (Special Correspondence)—On both east and west, Canada is in contact with all parts of the world. From ports on the Pacific coast, as from ports on the Atlantic coast, sail vessels which ply the seven seas take the products of Canada to every country and clime.

All the year round, a regular service operated by the leading shipping companies of the world keeps the land of the maple in touch with Europe on the one side and the Orient and the Antipodes on the other. In fact, so popular has the Canada-to-Europe route become, that European visitors to the United States travel via Canadian ports, and many of our southern neighbors commence their tour of the world by journeying northward and embarking on a sea voyage at Montreal or Quebec.

There are many different steamship lines to deal with the multifarious classes of traffic and to sail between the Canadian and many foreign ports. But the large passenger vessels are operated in the main by three of the greater steamship companies of the world—the Cunard, the White Star-Dominion, and the Canadian Pacific.

**Extensive Freight Service**  
Canada has much produce to export to other countries—wheat, timber, metals and minerals—and there along its line, from the Ottawa River to the Pacific coast, the task ahead was to so develop that country and attract people to it as to make it self-supporting from a railway point of view. The population of the potential wheat fields of the prairies was the first objective, and this the company proceeded to do by means of vigorous immigration campaigns.

For three decades the virgin prairies receded before the plow, ever proving their tremendous fertility, and the Pacific coast, rich in climatic charm and natural resources, enjoyed its own development, no less rapid and permanent in character than that of the Prairie Provinces.

**Demand for Other Services**  
As the country developed there grew a demand for other services that had to be supplied if its progress were not to be retarded, and the Canadian Pacific Hotel system came into being, largely because no other company was then in a position to build them, or would consider so doing. They were erected one after the other as occasion demanded and coincident with them came the development of the tourist business in the Canadian Rockies which has grown to such enormous proportions. The creation of the company's Atlantic and Pacific fleets of passenger and freight liners helped in the development of Canada's foreign trade and its system of inland waterway steam lines had a like effect on local business.

Since 1885 Canada's population has a little better than doubled, considering it now as at about 9,500,000, but as development has gone forward there has been a much faster growth in the country's relative wealth. The war checked immigration and, to some extent, national

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## Canadian Painters Portray Variety of Scenes and Themes

Recesses of Primeval Forest, Quaintness of French Communities, Solemn Councils of the Indians Vie With Portraits, Religious, and Figure Work

By E. WYLY GRIER

Past President, Ontario Society of Artists

TORONTO, Ont. (Special Correspondence)—Canada, in recent years, has engaged a good deal of the world's attention; mainly through the prodigality of its natural resources. Much less public interest has been manifested in respect of her spiritual, intellectual and artistic well-being. And yet it would probably be within the bounds of truth to say that in music, literature, painting, architecture and sculpture she has produced a proportionate wealth of talent in the period which recorded her amazing material growth.

In pictorial art Canada's beginnings were humble. The earliest examples of painting in the country, almost without exception, the work of amateurs. For the most part they were executed by naval and military men; and their inspiration related to the strategic significance of the scene portrayed. But sometimes the sheer picturesque quality of the landscape was the incentive; and this was especially the case in the rich field of Quebec Province. The surveyors, engineers and architects showed proficiency in a certain topographical class of landscape.

**Landscapes and Still-Life**  
Daniel Fowler, landing at Quebec in 1840, selected Ambury Island for his abode. Here he produced very ably executed landscapes and studies of still-life. He was preceded by Cornelius Kreighoff, who settled in Quebec Province a few years earlier. He painted with avidity those charming characteristics of this country which French locality which still attract the painters who love primitive communities. In later years the habitant again met sympathetic treatment at the hands of that gifted pioneer of Canadian art, J. E. H. Macdonald.

The Indians, with their wigwags, hunting scenes, war-dances and solemn councils, were essayed by Paul Kane, who wrote from Toronto in 1810. In the '50 and '60s Theodore Hamel made a number of portraits and some religious paintings. Antoine Plamondon, another native-born, settled in Rome, where he gained much favor in diplomatic and religious circles; and from Rome his altar-pieces were shipped to Canada.

In Ontario, Crosswell and Harlow White, who followed Fowler and Kreighoff, were more frankly European in their style. It was not until quite recent years that Canadian painters searched the recesses of the primeval forest and followed the untrodden paths of their own country until she yielded up her secrets. Neatness, rather than inspiration, characterized the works of the painters from 1840 to 1890. But about the end of the century the young artists returning from Paris, Munich, Philadelphia or New York began to paint the landscape of Canada with at least a more vigorous technique.

**Founding of Societies**  
In 1872 the Ontario Society of Artists was formed. In 1880 the Royal Canadian Academy was founded by the Marquis of Lorne, its purpose being the fostering of art throughout the Dominion. One of its charter members, Homer Watson, had done dignified landscape since the middle of the 70's and he, with Sandham, Knowles, O'Brien, Jacob, Bell-Smith, Gagen, and Brymer were moving somewhat out of the beaten European path. The 80's saw the publication of "Picturesque Canada" which did much to enlighten the world as to the beauty and variety of our land. Hopper Meyer had made good miniatures; and Berthon, a Frenchman, had painted a great number of portraits. Robert Harris and Dickson Patterson, between 1885 and 1895, painted some notable portraits. And clearly Canadian figure work, of the end of the last century, was G. A. Reid's series illustrating the somber side of agricultural life. Among the draftsman of the figure, in Ontario, the present century saw the rise of C. W. Jefferys into the leading position as an historical illustrator.

F. S. Challenger developed a

remarkable gift as a figure artist, especially in decorative design. But the greatest forward movement has been in the class of painters which is the most numerous, namely the landscapists. A notable figure among these was Tom Thomson. Some 10 or 12 years ago he began to show modest but original landscapes. They were transcripts of a wild northern land in which the quality of sensitive, almost emotional, interpretation was discernible. A little later his "Northern River" was purchased by the National Gallery of Canada. This was followed by other works having always a quality of distinction.

Some associates of Thomson, shortly after his passing, organized a "Group of Seven"; a coterie of painters (including A. Y. Jackson, Lauren Harris, F. Varley, Lismer and J. E. H. Macdonald), who seem to be actuated by a more or less common impulse and whose tendency is modernistic. Their themes are generally derived from the northern highlands of Ontario, or the bleak coasts of the Georgian Bay. The more pastoral aspect of the country is imaged, in Ontario, by Fred. Haines, H. S. Palmer, T. W. Mitchell, J. W. Beatty, and F. H. Bridgen. The Province of Quebec finds expression in the works of M. Cullen, C. Gagnon, and Suzor-Cote, who paint with vitality the winter aspects of their land; while Coburn handles with skill the habitant and his teams hauling logs.

Decorative art is well sustained by Fred. S. Challenger, J. E. H. Macdonald, Stanley Turner, Frank H. Johnston, and others who understand the secret of expressing the charming but fortuitous realism of nature in terms of conventional design.

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## CANADA'S PULP TRADE THRIVES

Dominion Leads the World in Newsprint Production—New Areas Opened Up

By A. E. CADMAN  
Statistician, Canadian Pulp and Paper Association

MONTREAL, Que. (Special Correspondence)—Among the manufacturing industries of Canada, none has witnessed a greater development during the past few years than the pulp and paper industry, which now occupies a leading place among the industrial activities of the Dominion. The present capital investment in this industry is close to \$500,000,000, and a comparison of this amount with a total of \$187,000,000 recorded as the capital investment in 1917, shows the remarkable progress that has been made since that time. The value of the pulp and paper produced annually in Canada is over \$250,000,000, and the industry gives employment to more than 28,000 workers, in addition to an even larger number who are each winter engaged in the forests cutting and harvesting the wood which is the raw material of the industry.

The wonderful development of the pulp and paper industry in Canada has been based upon the possession of immense natural resources of forests and readily available water powers without which no such growth would have been possible. It is estimated that Canada's pulpwood forest area amounts to 350,000 square miles and while a great deal of the wood on this area is not available for the production of pulp and paper under present conditions, these forests form an asset of tremendous value and possess great possibilities for future development. Available water powers in Canada have been estimated at over 18,000,000 horsepower, and at the present time some 727,000 horsepower is being utilized by the pulp and paper industry. The development of these natural resources has gone hand in hand and in most cases the mills are established at a water-power site, expansion being taken care of either at the original site or by the development of electrical energy close at hand.

**Newsprint Manufacture**  
The growth of the pulp and paper industry is strikingly illustrated by figures showing the consumption of pulpwood in Canadian mills. In 1908 the total domestic consumption of wood for this purpose amounted to 483,000 cords; in 1913, for the first time, the consumption in Canadian mills exceeded by a small margin the quantity exported, and in 1924 the consumption had risen to 3,316,551 cords, or close to seven times the amount used in 1908. This large increase in the consumption of wood is naturally reflected in the figures showing the output of wood pulp, which increased from a total of 307,000 tons in 1908 to no less than 2,465,000 tons in 1924.

The principal grade of paper manufactured in Canada is newsprint and in this branch of industry the Dominion is now the world's leading producer. The output of this grade of paper in 1925 was 1,520,000 tons and the newsprint mills of Canada now have a daily capacity of nearly 6000 tons. The domestic consumption of newsprint is not large, being about 120,000 tons annually and the greater part of the newsprint produced is exported. The principal market for Canadian newsprint is the United States and of the 1,520,000 tons produced in 1925, 1,320,600 tons were absorbed by that market. Canadian newsprint, however, is well known in other countries and considerable quantities are exported to South America, Australia, New Zealand, Great Britain and other overseas countries.

**Other Grades of Paper**

In addition to newsprint paper, Canada produces considerable quantities of other grades of paper, such as book papers, writing papers, wrapping, tissues, and paperboards; and while, of course, the output of these grades is on a smaller scale, it is growing in importance, and Canadian papers are well known in the markets of the world. In 1917 the total production of paper other than newsprint amounted to 114,993 tons, while in 1924 the output had increased to 330,560 tons, or close on to three times as much, so that very definite progress has been made in the last few years.

The pulp and paper industry is an important factor in the foreign trade of Canada, as shown by the trade returns giving the value of the exports for this industry. In 1925 the exports of wood pulp were valued at \$48,000,000, and paper was exported to the value of \$106,000,000, a total of \$154,000,000. When this total is compared with a total of \$9,270,000 in 1915, it will be readily seen how the industry has progressed in the last decade.

As an asset in the economic wealth of the Dominion, the pulp and paper industry occupies a leading place among the manufacturing industries.

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## MONTREAL ADDS PORT EQUIPMENT

Wharves and Other Machinery Enlarged From Year to Year to Meet Demands

By T. W. HARVIE  
General Manager of the Harbor Commission of Montreal

MONTREAL (Special Correspondence)—Of late it has almost become a habit in the Port of Montreal to proclaim each year as the banner year. The year 1925 has proved to be no exception to its predecessors, and the port experienced a greater volume of business than in any previous year. The year 1925 constituted a record for the number of ocean-going steamers sailing from Montreal but 1925 went over that record by an increase of 25 per cent in aggregate tonnage. The export of grain amounted to approximately 166,000,000 bushels, the greatest quantity ever shipped out of the port, while there were remarkable increases in the quantities of dairy products, live stock and fruit exported, the more notable being cheese, 80 per cent, butter 25 per cent, cattle 25 per cent, apples 50 per cent. Imports on the whole show a marked increase, the more noteworthy being coal and raw sugar, the former having increased 200 per cent or just about three times what it was last year, while the quantity of raw sugar was more than double that of 1924.

**Facilities of the Port**  
The constantly increasing trade of the port necessitates an equally constant constructional expansion and during 1925 the port authority expended about \$4,500,000 in the improvement of existing works and for new facilities. The present facilities may be briefly summarized as follows:

Approximately nine miles of modern deep draft wharf capable of accommodating 100 large ocean steamships; four modern fireproof grain elevators with a total storage capacity of over 12,000,000 bushels, from which grain can be delivered to 23 vessels simultaneously at the maximum rate of 500,000 bushels per hour, while at the same time inland vessels and railway cars can be unloaded at the maximum rate of approximately 300,000 bushels per hour; a cold storage warehouse of 4,628,000 cubic feet capacity, equipped and constructed on the most modern and hygienic principles, and 28 permanent fireproof two-story transit sheds; an electrified terminal railroad system of 70 miles, operated by 100-ton electric locomotives of the latest design. In addition to locomotive cranes and the usual wharf services, there is also a large floating crane of 75-ton capacity and

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## Keeping Abreast of Trade

The harbor commissioners, past and present, have always displayed the greatest energy in improving and extending the facilities, in order to keep abreast of requirements, but the provision of facilities alone does not account for the steady increase in the business of the port that has gone on for the last 20 years since the completion of the 30-foot channel to the sea. The continued expansion of business is primarily attributable to the commanding position which Montreal holds geographically over a great proportion of the east and west trade of the North American Continent and demonstrates beyond doubt the economy of the St. Lawrence route for that trade, for it should not be forgotten that although the Port of Montreal, as well as the ship channel leading to it, has been built at the expense of the Dominion of Canada, it is the natural and economic ocean terminal for all of the Great Lakes ports, both American and Canadian, which it serves equally, as is evidenced by the amount of American business which passes through it.

The economic strength of its position is still that all those whom it one reflects that the port prospers and its business continues to expand in spite of the great physical disadvantage of being closed to navigation for four and a half months of the year, and it would seem to be only rational that all those whom it serves should not only endeavor to see that nothing is done to impair its usefulness but rather to encourage its further development.

**HOME OF SHIPBUILDER**  
HALIFAX (Special Correspondence)—Donald MacKay, famous shipbuilder and leader of the last half century, was a native of Jordan, Shelburne County, Nova Scotia, where members of his family still live.

**NOVA SCOTIA'S PREMIERS**  
HALIFAX (Special Correspondence)—Nova Scotia has given three premiers to Canada since Confederation. Sir Charles Tupper, Sir John S. D. Thompson and Sir Robert Borden.

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## CANADA PROUD OF ITS PARKS

Covering 10,000 Square Miles  
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National Playground

By J. B. HARKIN  
Commissioner of Canadian National  
Parks

OTTAWA (Special Correspondence)—There are many of the so-called achievements of this century which may not greatly stir the admiration of the ages to come, but there is one thing for which it seems probable they will acknowledge an increasing debt of gratitude. That is the preservation and reservation of those great areas of national beauty which we call the National Parks. The National Park idea is now being taken up all over the world. To this continent, however, it owes its birth. The first park was the Yellowstone, set aside in 1872; the second was the Banff Park established in 1885. Steadily, since that date generous reservations in both countries have been made to keep pace with the conception of the service rendered by the National Park, a conception constantly widening.

The Canadian nation is numerically a small people inhabiting a territory almost as large as Europe and which may one day be as populous as that continent. While there is yet time she has set about preparing for the future needs, and preserving a share of her rich scenic heritage.

### Twelve National Parks

She possesses today 12 national parks under federal administration covering in all 10,000 square miles. Owing to the fact that her grandest and most spectacular scenery is found in the Rockies, most of these parks lie in the west. There are, however, three animal parks on the prairies and two recreational areas in Ontario. In the western Cordillera there are seven parks; five of these lie in the main Rockies, one in the Selkirk range, and one, Mount Revelstoke Park, just west of the Selkirks.

These mountain parks, though not continuous, in a sense form one great playground like the Swiss or Italian Alps. They are like a string of jewels, each with its own color, luster and form.

Certain broad distinctions may be observed by anyone who goes from one park to the other. The high spires, pinnacles, bare and jagged peaks, the jackpine forests and exquisitely colored lakes of the east slope, the abrupt descent, the tangled forests, the stupendous valleys, the block-like peaks of the west slope, the luxuriant vegetation, the enormous firs, the almost universal ice cap of the Selkirks, these are apparent to the least observant.

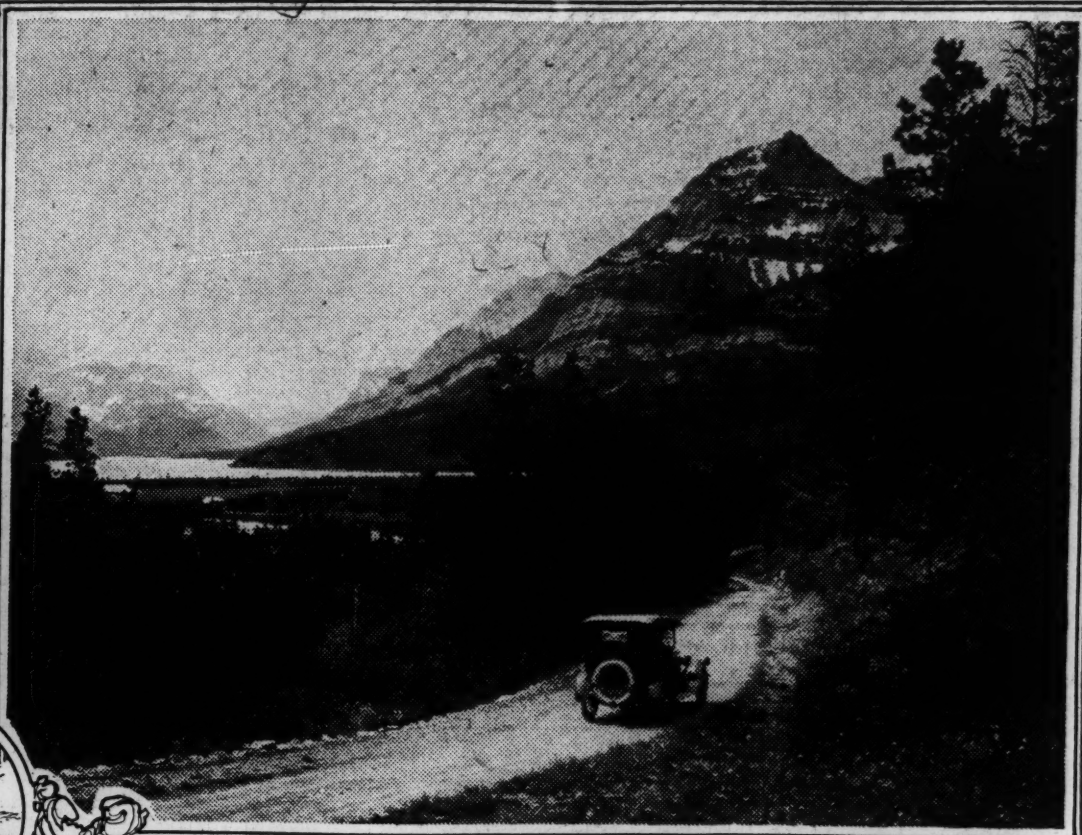
### Waterton Lakes Park

The smallest and most southerly of the mountain reservations is Waterton Lakes Park of 226 square miles. It lies just inside the first eastern range of the Rockies and runs down to the international boundary where it adjoins the United States Glacier National Park. The two parks have in fact been so closely tied together by nature that it is difficult to realize where one leaves off and the other begins. Beautiful Waterton Lake thrusts its blue arm across the line tying the two parks into a unique international reservation, the creation of each inspired by the same ideals and for the same ends.

To the north, about 100 miles, lies the Banff Park. This is the second largest and best known of the Canadian reservations, covering nearly 3000 square miles. More travelers visit this park than any of the others. The main line of the Canadian Pacific Railway traverses it from east to west and its two chief resorts, Banff and Lake Louise, are known the world over for their unique beauty. Of recent years, too, the completion of the Banff-Windermere highway, which connects both the east and west with the main highways running down into the United States, has served to bring an ever increasing travel.

Lake Louise lies high on the shoulders of the great uplift towards the Divide and here glaciers and icecaps add their gleaming purity to the landscape. Much has been written of this superbly beautiful lake, loveliest of all the lakes in the Rockies. Nine miles away is Moraine Lake, wild, majestic and lonely in the rugged Valley of the Ten Peaks, with Paradise Valley separated from it by the glorious mass of Mt. Temple lying parallel on the other side. Beautiful Consolidation Valley opens away to the left of Moraine Lake behind the first outpost of the giant guard of mountains formed by the Ten Peaks. The Banff-Windermere highway

Whole Region of the Rockies Offers One of the Richest Fields for Alpine Lovers in Days to Come



mit of Mt. Revelstoke and the Clachan-coulin range. North of Banff Park and traversed by the Canadian National Railways lies Jasper National Park, an immense region of primitive wilderness covering 4400 square miles. The Athabasca River, the historic route of the fur traders in the old days, is a central feature of the park, and perhaps no other part of the Rockies

is so rich in historic background. The scenic glories of this park are only beginning to be opened up and realized by the motorist. East, west, north and south there are regions of outstanding loveliness unsurpassed in any other part of the Rockies, and perhaps in the world. Maligne Lake, the largest lake in the mountains, possesses enough beautiful scenery to make a dozen regions famous.

recently constructed traverses the Banff Park by way of the Bow Valley as far as Castle Mountain. At this point it turns south, ascends the little Vermilion to Vermilion Pass and crossing the Great Divide, drops down the west slope. From the pass to Sinclair Canyon, which forms its western gateway, is 62 miles, and five miles on each side of this highway has been set aside as a national park.

At the summit of the Kicking Horse Pass, on the Great Divide, the traveler passes from Alberta to British Columbia and from Rocky Mountains Park to Yoho Park. This is a reservation containing about 476 square miles of wonderful scenery. Its best known beauty spots are the famous Yoho Valley, a cleft 14 miles long walled in by escarpments over a mile high. Along their summits lie masses of ice which spill over in gleaming glaciers or beautiful waterfalls to the valley below. Emerald Lake, one of the loveliest lakes in the mountains, and Lake O'Hara, which rivals Lake Louise in the affections of many, are outstanding features.

This park will this summer be connected by highway with Banff, so

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### BIG STEEL FOUNDRY AT SAULT STE. MARIE

SAULT STE. MARIE (Special Correspondence)—With its population of 23,000, Sault Ste. Marie is the largest city in northern Ontario. Situated on the St. Mary's River, it commands 35,000 horsepower for industrial development. It is the home of the Algoma Steel Corporation, one of Canada's greatest steel mills, the Lake Superior Paper Company, and numerous small industries. To the north lie vast stretches of mineral and timber lands that are destined to make this city one of the greatest manufacturing centers in the Dominion.

Its miles of paved streets and modern buildings are outward signs of its progressiveness. The great hinterland of Ontario tributary to it, traversed by splendid motor roads, and the romantic appeal of the days of the early French explorers, help to make the Sault the Eldorado of the tourist.

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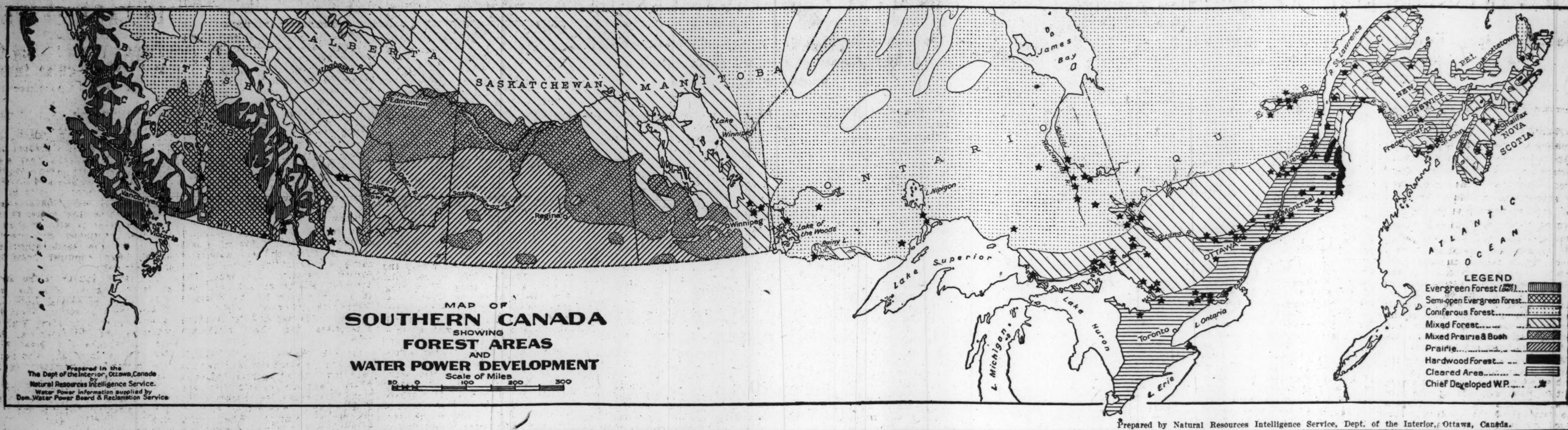
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## CANADA HAS ENORMOUS AREA OF VALUABLE FOREST LANDS

Dominion Area of Commercial Wooded Portions Is Estimated at 440,000 Square Miles—Second in Value to Country

By DR. C. D. HOWE

Dean, Faculty of Forestry, University of Toronto

TORONTO (Special Correspondence)—The land area of Canada is 3,600,000 square miles. Since much of the area has never been thoroughly explored, only estimates can be made of the extent to which it is covered by forests. Making deductions for the estimated extent of the barren lands in the extreme north, the prairies and plains of the central region, the mountainous areas above tree line in the west, and deductions for the known extent of land under agriculture outside of the prairie region, we derive the statement that approximately one-half the total land area is without tree growth.

Furthermore, this enormous area of 1,800,000 square miles of forests must be still further delimited, when considered from the standpoint of commercial material, since there are very extensive areas in the subarctic and subalpine regions, which, although they may be described as forested, do not in reality support trees in sufficient quantities or of sufficient size to make their utilization profitable, even for pulpwood.

Such eliminations would reduce the total forest area, as given above, by 600,000 square miles and would thus give the estimated area of commercial forest (containing trees of pulpwood and sawlog size) as 1,200,000 square miles.

**Timber Destruction**  
A still further reduction must be made on account of the destruction of standing timber by forest fires. It is well within the limits of probability to state that during the past 25 years around 65 per cent of the commercial forested area has been burned. It takes 75 years under the average forest conditions in the

north country to make a spruce tree of pulpwood size, that is, eight inches in diameter on the stump. Therefore, the burned areas as a whole do not now contain merchantable trees. The fact that the majority of such areas have been burned not once only, but several times, removes them still farther from the merchantable class. Thus we come by a series of eliminations to 440,000 square miles in round numbers as the approximate area in Canada today, yielding commercial timber, that is, sawlogs and pulpwood.

Over 80 per cent of the forest lands in the country belong to the Crown, that is, they are held in trust for the people by the Dominion, and the various provincial governments. The Dominion Government controls the forest lands of Manitoba, Saskatchewan and Alberta. We usually think of these as the prairie provinces. They have a considerable forest area. Manitoba has more than twice as much forest land as prairie land. Alberta is one-third forested, and Saskatchewan is one-quarter forested. The total area of forest land in the prairie provinces comprises more than 100,000,000 acres; hardly one-quarter of this area, however, supports merchantable forests at the present time, a condition brought about chiefly by forest fires.

**Government Owns Railway Belt**  
The Dominion also owns the so-called railway belt in British Columbia, a strip 20 miles wide on each side of the Canadian Pacific Railway from the provincial boundary on the east to the head of Burrard Inlet on the west. This area of some 11,000,000 acres was granted to the Dominion by the Province in return for

the former's aid in building the railway across the Province. The total forest area in the west under Dominion control is in the neighborhood of 120,000,000 acres.

Outside of the railway belt and whatever forest may be in the Peace River block, the forests of British Columbia are owned and controlled by the Provincial Government. The forest lands under its jurisdiction comprise some 100,000,000 acres.

Much of the greater portion of the forests of Ontario, Quebec and New Brunswick are Crown lands. Nova Scotia and Prince Edward Island have transferred most of their forest lands to private ownership. Ontario has in the neighborhood of 100,000,000 acres under the Crown, outside the District of Patricia, which in itself comprises some 130,000,000 acres. At present, however, we do not know very much about its forest conditions. Quebec has upward of 125,000,000 acres of forest lands under Crown control, exclusive of the District of Ungava, which has an estimated area of 225,000,000 acres, again of which little is known as to the forest conditions.

**New Brunswick Forests**

In New Brunswick the Crown forests aggregate around 8,000,000 acres. These figures give us a total close to 350,000,000 acres of Crown land forests in Canada, which are administered with reference to fire protection or timber cutting regulations, or both, by the Dominion and provincial forestry organizations, which together employ about 100 technically trained foresters and several thousand fire rangers.

The Dominion and the various provincial governments by tender or

by public auction sell the right to cut timber. The purchaser of such rights pays a certain sum, called a bonus, for the standing timber and in addition he pays a fixed rate, called dues or royalty, per 1000 feet or per cord, for what he actually cuts. The amount of bonus naturally depends on the quality of the timber and its accessibility. As high as \$20 per 1000 feet, Doyle scale, has been paid for white pine. The dues in each province vary with the different classes of timber, and those levied on the same class of timber vary, in the different provinces, from 50 cents to \$3.50 per 1000 board feet, and from 10 cents to \$1.50 a cord for pulpwood. In addition to the above, the operator pays an annual ground rent for the use of the land, in most cases at the rate of one cent per acre, and is usually taxed at the rate of one cent per acre for fire protection.

The direct revenue to the federal and provincial governments derived from the forests totals for the whole country about \$12,000,000 a year, of which \$4,500,000 is returned to the forests in the form of fire protection and administration.

**Production of the Forests**  
The products of the Canadian forests are exceeded in value only by those of the farms. While they stand second in value, the value of farm

products surpasses them by the multiple of 4. The sawn lumber production in Canada in 1924 was 3,000,000,000 board feet. In addition to this, about 3,000,000,000 shingles, 1,000,000,000 lath, and 5,000,000 sawn ties were produced. The total value of these, together with certain minor products, was \$142,000,000. This gives sawmilling the third place among the manufacturing industries of Canada. The lumber companies employ about 35,000 men and distribute among them about \$25,000,000 in wages and salaries each year. The capital invested in the sawmilling industry is around \$177,000,000.

**Minor Wood Industries**

The minor industries, which depend entirely upon wood, produce products to the value of \$60,000,000 annually. They have an invested capital of over \$50,000,000. They employ 13,000 people, and pay annually in wages around \$14,000,000. To these should be added the industries that depend in essential part, but not entirely, upon forest products. These, such as horse-drawn and motor-driven vehicles, agricultural imple-

ments and so forth, produce each year materials valued at \$86,000,000. The capital invested totals over \$65,000,000. The employees number 9000, to whom are paid wages amounting to nearly \$12,000,000 yearly.

Thus, if we take the original value of the sawmill products and follow them through the planing mills and the wood-working shops, we find \$60,000,000 added to their value, and the total becomes over \$200,000,000, and then, if we add to this the value of manufactured materials into which wood enters as a not complete, but essential part, the figure is further increased by \$86,000,000. We find then that the sawmilling industry

through its direct and derived products adds each year in the neighborhood of \$290,000,000 to Canada's wealth; it employs 57,000 people and distributes each year \$60,000,000 in wages.

For the past 10 years British Columbia has taken the leadership in production. In 1924 the Province con-

tributed 40 per cent. of all the lumber cut in the country. Ontario stood second, with 25 per cent, followed by Quebec with 15 per cent and New Brunswick with 11 per cent of the total production. It will be seen that the four provinces mentioned furnish 90 per cent of the lumber.

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## PARK ENHANCES FALLS' BEAUTY

Ontario Commissioners Are  
Making Extensive Improve-  
ments at Niagara

NIAGARA FALLS, Ont. (Special Correspondence)—Estimated to be about 35,000 years old, Niagara Falls and the surrounding district combine scenic, historic, and technical characteristics which appeal to the traveler, the student, the statesman, the soldier, and the pleasure seeker. It is estimated that over 2,000,000 people a year see Niagara Falls, and a large proportion of them enter the Canadian park. In 1885 the Ontario Legislature created the Queen Victoria Niagara Falls Park Commission, giving its members wide powers over the Canadian bank of the Niagara River. The commissioners have developed a system of parks and parkways reaching from Lake Erie to Queenston, with the chain reserve lands continuing to Niagara on the shores of Lake Ontario. The area of the park adjacent to the falls of Niagara was originally 254 acres of land. This season over 1500 acres of park land will be under the jurisdiction of the commissioners.

Queen Victoria Park refreshed by the spray from the cataract, is one of the most beautiful parks in the world. Its rose gardens and flower beds, and its trees of native and foreign origin, present a strange contrast to the raging waters in the gorge 180 feet below. Entrancing views are obtained from observation stations at Inspiration Point and Rambler's Rest. It is estimated that the water is 30 feet deep where it flows over the center of Horseshoe Falls, and that 20,000,000 tons of water pass over the cataract every hour. Ninety-five per cent of the water flows over the Canadian side and 5 per cent over the American. The Canadian fall is about 3000 feet in width.

Many improvements are to be made along the 35 miles of river front by the Queen Victoria Niagara Falls Park Commissioners, this summer, according to P. W. Ellis, chairman. At Old Fort, Fort Erie, the grounds are to be beautified, and a beautiful public building will be erected. Between Port Erie and the Falls a resting place will be erected for tourists. At Dufferin Islands, Queen Victoria Park, there is a swimming pool, and bath houses are to be erected.

Table Rock offers the opportunity of standing on the very brink of the Canadian Falls. A new building is being erected here and will be completed by June of this year. Here one really feels the vastness and power of Niagara. From Table Rock house one will be able to look down in elevators to the lookouts behind and under the Falls. A lunch room will be installed at Table Rock House. The building will have a copper roof, which will be heated to prevent the spray from accumulating into a heavy weight of ice during the winter.

Last year immense searchlights, throwing vari-colored beams, were installed for the illumination of the cataract. The view obtained from the Refectory situated in full view of both Falls, and surrounded with spacious driveways, large playgrounds and beautiful gardens, has attracted so many motor tourists that this year the main road to the Refectory is to be widened from 33 feet to 66 feet. A battery of 24, 36-inch searchlights, said to be the largest battery in the world, plays colored lights on the falls.

At Queenston Heights Park will be found a Creche in charge of a nurse

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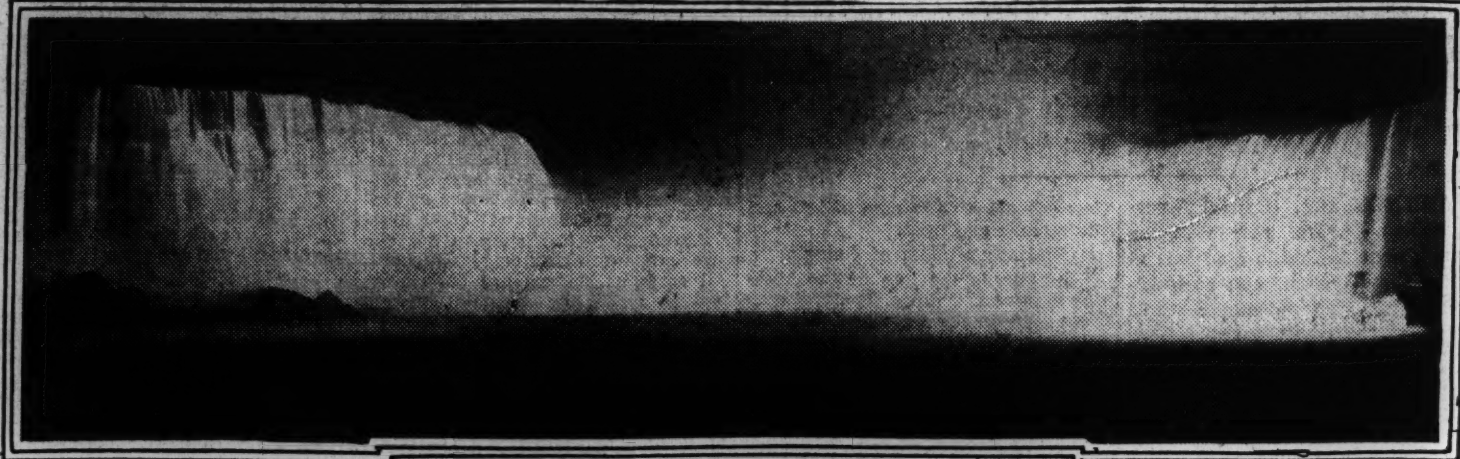
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## Niagara Shows New Beauties Under the Glow of Myriad Searchlights



where infants are taken care of while the mothers visit the Falls. A wading pool will be constructed this season which will make the Queenston Heights Creche an enjoyable children's playground. A similar Creche is also to be erected in Queen Victoria Park.

### Transportation Arteries Valuable to Belleville

BELLEVILLE, Ont. (Special Correspondence)—This ambitious city of the Bay of Quinte District was settled by British warriors who came over to Canada after the American Revolutionary War. Last August a great celebration was held here to commemorate the 110 years of peace between Canada and the United States. Belleville is surrounded by good arable land, in rear of which are rich mineral deposits, and is situated 80 miles north of Rochester, N. Y., between Toronto and Montreal. It is on the three Canadian transcontinental railways, on the waterway between the head of navigation and the sea and in the power basins of the Trent and Moira Rivers.

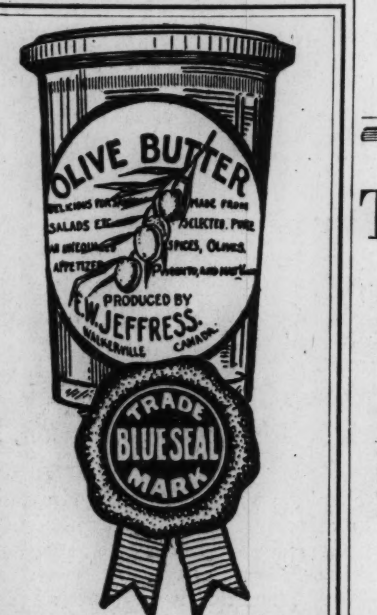
### OSHAWA LOCATION OF BIG MOTOR PLANT

OSHAWA, Can. (Special Correspondence)—Over \$1,000,000 spent on new school buildings in the last three years is an indication of Oshawa's recent growth. The title of "the Motor City" has been given Oshawa because thousands of cars are turned out here daily from the plant of the General Motors of Canada, Ltd. This industrial organization employs 2500 men and women and is planning a big extension to its plant. Other industries are thriving, with good, steady business. With its suburbs, this city has a population of 20,000. Scores of new homes are being built.

BRITISH COLUMBIA SEEDS  
VICTORIA, B. C. (Special Correspondence)—When England's gardens come into bloom this year millions of flowers from British Columbia seeds will be among their blossoms. Britain and other parts of the world are beginning to turn now to the warm climate and rich soil of the Canadian Pacific coast for their supplies of choice flower seeds. This



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The Upper Picture is a View of Niagara Falls From the Canadian Side, as It Appears Under the Glow of Batteries of Searchlights. The Lower is the Prince of Wales and P. W. Ellis, Chairman of the Niagara Falls Park Commission, Taken at the Whirlpool Rapids During the Visit of the Prince in 1919.

unexpected development in western Canadian agriculture is still in its pioneer stages, but the success achieved by the growers already engaged in it indicates that the business has an important future.

### SARNIA IS RICH IN PIONEER LORE

SARNIA, Ont. (Special Correspondence)—Nestled snugly at the foot of Lake Huron where the commerce of the Great Lakes passes its

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## QUEEN'S HAS SET HIGH STANDARDS

University at Kingston Is  
Among Leaders in Educa-  
tional Developments

By DR. R. BRUCE TAYLOR  
Principal, Queen's University

KINGSTON, Ont. (Special Correspondence)—Queen's University is one of the famous seats of learning in Canada. It was founded in 1841, the year in which King's College in Toronto was opened.

For 20 years the growth of Queen's was small, but in 1877, under the administration of Principal Grant, great progress began to be made. A medical school, which had previously existed in Kingston, was incorporated in the university, and in the early '90s the Government of Ontario established in connection with the university a school of mining.

It so happened that in the early years of this school the discoveries in Cobalt were made and Queen's University had much to do with the rapid development of that area. Its mining school in consequence came to be well known, and its graduates are to be found in many of the most important positions in the mining industry of North and South America. At present the university has about 1800 intramural students, divided among the three faculties of arts, applied science and medicine. Efforts are being made to limit the number of students.

Extramural System Famous  
Queen's has been notable as a pioneer in education in Canada. An elaborate extramural system grew up some 40 years ago in the effort to direct students in their summer reading, and under this plan hundreds of public school teachers, particularly in the northwest of Canada, have been able to proceed to a degree and to professional advancement. The method now generally adopted by these extramural students is to attend the summer school for five

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ber, salt, farm machinery, brass, stoves, electric furnaces and stone are other leading lines of manufacturing endeavor. Navigation, too, furnishes its quota of employment, actual sailing and intershipment of cargoes employing men in summer and outfitting of steamers in the spring and fall.

### ST. THOMAS KNOWN AS "THE FLOWER CITY"

ST. THOMAS, Ont. (Special Correspondence)—Although named "The Flower City" as a result of the civic beautification work of its Horticultural Society, the largest and most active association of its kind on the continent, St. Thomas, Ont., situated midway between Detroit and Buffalo, in the midst of a prosperous farming community, is a manufacturing and railroad center.

Six railroads converge here and three of these have shops and divisional headquarters. Its lake port, Port Stanley, western Ontario's summer resort, is eight miles distant and gives connections by water with points on the Great Lakes. It is the central and most important point on the Lake Erie North Shore Trail, a scenic motor highway. The city itself is famed for the beauty of its surroundings. It has a population of 20,000 and 67 per cent of the workmen own their own homes. The city boasts of never having experienced a strike.

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## FIRST PARLIAMENT MET IN KINGSTON

Lower and Upper Canada  
Union Proclaimed in 1840

KINGSTON, Ont. (Special Correspondence)—Kingston was founded in 1873 by Count de Frontenac, French Governor of Canada, and is the second oldest city of the Dominion. For the past 168 years it has been British and is now 97 per cent British born in population.

In 1789 the British Government established a dockyard here. The first executive council of Upper Canada (now Ontario) was convened here in 1792 by Sir John Simcoe, Governor, and the frame building in which it met still stands on Queen Street. In 1840, Lord Sydenham, Governor, proclaimed the union of Upper and Lower Canada (the Provinces of Ontario and Quebec), with Kingston as the capital, and the First Union Parliament met here that year. In 1844, however, the seat of government was changed for geographic reasons to Montreal and later to Ottawa.

Kingston is called the "Limestone City" because of the prevalence of that stone in the immediate vicinity. Many of the old buildings are of stone. The city is the headquarters of the Royal Military College of Canada. Its harbor is considered one of the finest in the country. Queen's University located here is one of the country's best known institutions. The Canadian Locomotive Company's works is the chief industrial plant. This concern during the past two years constructed for the Canadian National Railways the largest locomotives in the British Empire.

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## PRAIRIES BUILT THRIVING TOWN

Saskatoon Drew Its Wealth  
When Rich Lands Went  
Under the Plow

SASKATOON, Sask. (Special Correspondence)—Saskatoon, the commercial distributing center for the central and northern half of Saskatchewan, also the University City of the Province, is situated on the banks of the South Saskatchewan River, whose high banks, dotted with trees and shrubbery, and carpeted with vegetation, give a touch of scenic beauty not usually associated with prairie towns.

The river which divides the town is spanned by five bridges, three of them carrying the three railway lines of the Canadian Pacific and the Canadian National Railways, while the other two carry vehicular, street railway, and pedestrian traffic. The latest of these bridges, opened in 1916, is a handsome arched structure of reinforced concrete with wide dimensions to carry double street railway tracks, vehicular and pedestrian traffic. This bridge cost over \$500,000.

**Surveyed in 1886**  
The townsite was surveyed in 1886 and in 1889 the first bridge (railway) was built across the river. The railway came the following year. For the next 10 years all there was to Saskatoon were a few houses and shacks on the east bank of the river and hardly as much on the west bank.

In 1901 Saskatoon was incorporated as a village and the next year published its first newspaper, the Phoenix, then a weekly. It is now a morning daily.

A town charter was obtained in 1903 when the population numbered 113 and the town area was 974 acres. In 1906 Saskatoon achieved the status of a city with an estimated population of 5000; at the same time the city limits were extended to take in an area of 2567 acres. This same year witnessed the installation of electric light and power plant and water works.

In 1907 the two sections of the city were joined by a traffic bridge, supplanting a ferry service. In the same year the Grand Trunk Pacific and the Canadian Northern Railways came into Saskatoon, closely followed the next year by the Canadian Pacific Railway. For a time prior to and especially with the advent of the railways, thousands of settlers flocked to the western prairies to take up land—rich, virgin prairie that needed only an ox and a plow to turn the furrow ready for the seed.

**Rapid Expansion**  
From 1908 to 1913 the building activities totaled over \$20,000,000 and the city limits were enlarged again to take in an area of 8480 acres or 13 1/2 sections of land. During these few years there suddenly arose into existence from out of the prairie sod a bustling, bustling western city. Banks, wholesale warehouses, business blocks, government buildings, residential apartments and houses were built as well as churches, schools and theatres. Sidewalks were laid, streets were paved, light, water, telephone and all modern conveniences provided.

Saskatoon is situated in the midst of a tremendously rich farming country and holds a strategic position as a distributing center. With the continued settlement of the prairie country and the extension of branch railway lines, with the immediate prospects of the completion of the Hudson Bay Railway, which will bring the products of the prairies nearer to the European markets, Saskatoon looks forward with confidence to the future.

Saskatoon is justly proud of its schools. In 1903 there were three teachers and 136 pupils; in 1924 there were 136 teachers and 5552 pupils enrolled. There are in the city 17 public schools, two collegiate high schools, one normal training school and five denominational colleges besides the university.

The city has 17 public parks containing 396 acres; has wide streets and boulevards and the ever increasing attention given to the planting of trees and cultivation of lawns and gardens is a tribute to the aesthetic development of the city with a present population of 30,000 people.

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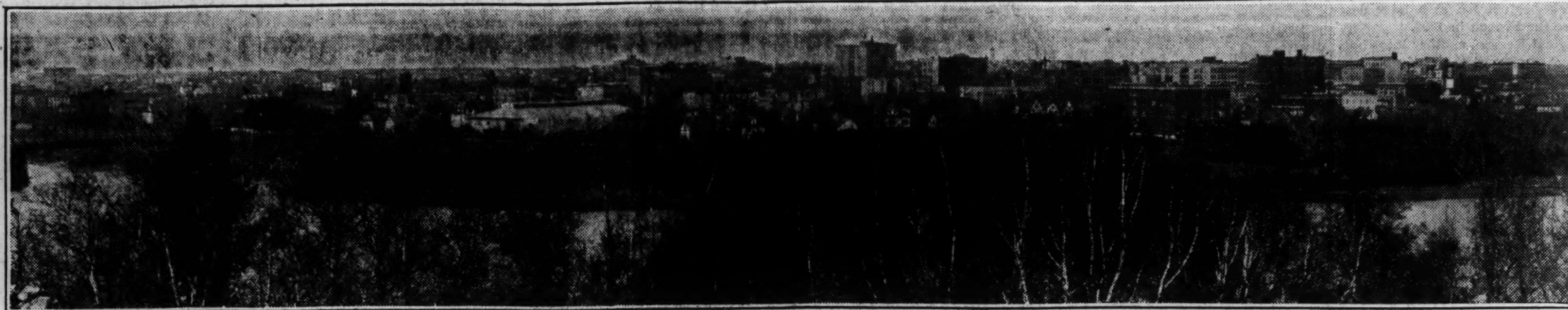
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## CANADA HAS MUCH RICH LAND AVAILABLE FOR COLONIZATION

Government Helps the Settler and Guides Him From the  
Moment He Lands in the Country—Soldier Settlement Board Aids

By MAJOR E. H. ASHTON  
Member Land Settlement Board, Ottawa  
OTTAWA, Ont. (Special Correspondence)—Some comprehension of openings for newcomers is entailed by the realization that Canada is a country built on majestic lines, but possessing only a ribbon of population on her southern border so thin that their total number is about equal to the combined population of Greater New York and Chicago. A closer acquaintance brings clearer recognition of wide possibilities for development along many lines.

The Maritime Provinces, Quebec and Ontario were separated from British Columbia at the time of Confederation by an unsettled and little-known country well over 1000 miles in width, from which, at a later date, the large provinces of Manitoba, Saskatchewan and Alberta were formed and one of the conditions of Confederation was that a railway should be built across the continent, and give British Columbia direct communication with the eastern provinces.

The fulfilling of this condition by the building of the Canadian Pacific Railway to the Pacific coast in the 80's of last century started a period of active expansion which continued with increasing momentum till the Great War called a halt. Prior to that time we had expanded our frontiers to such an extent that in order to bring some of the amenities of a twentieth century civilization within the reach of settlements in the newer areas vast lines of railway had been built and huge numbers of people had been brought to the prairie sod. As might be expected the passing of the free homestead as a main factor in Canadian settlement has turned attention anew to the land settlement problem in the older provinces of Canada, which were largely lost sight of in pre-war days.

**Development Retarded**  
The shutting down of the flow of men and new capital during the war and post-war period retarded development at a most important period of the country's growth. The population in many new districts was too small to readily carry the burdens entailed by the building and the upkeep of the railroads, schools, churches and villages which had been planned in more expansive days.

A larger population was needed, not to carry the frontier forward, but to complete the work of settlement which had been started over so wide-spread an area and to mold our rural life into that compact solidarity which does so much to solve social, municipal, transportation and other problems effectively.

Openings in urban life are easy to fill, and are taken care of largely

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own large areas of valuable lands which they are selling to bona fide settlers at reasonable prices and on long term payments. An interesting experiment in assisted settlement is being carried out under an agreement between the British and Dominion governments. Three thousand British families are to be placed on Canadian farms by the joint assistance of the two governments.

The prospective migrant indicates the province of his choice and, when possible, a farm is selected for him there from among the Soldier Settlement Board holdings.

During his first year in Canada the farm itself is rented to a neighbor. The house, a garden and accommodation for a cow or two, and a pig, are reserved for that year rent free for the settler's family. The settler, himself, is placed with a good farmer in the neighborhood in order to become acquainted with Canadian farming methods while earning his living. Work is also found for those of his family who are of suitable age. At the end of the year, if his progress warrants it, he is given the opportunity to buy the farm on long terms at a price determined by independent authority, the British Government assisting him in the purchase of stock and equipment by a loan up to \$1500.

**Satisfactory Progress Made**  
Four hundred and ninety-five families arrived under this scheme last year. Most of them have made very satisfactory progress and a considerable number of them are starting farming on their own account this year. A further 1000 families are expected to arrive during the current year.

In addition a nominated passage agreement has recently been negotiated with the British Government under which "passage assistance" in the shape of extremely cheap ocean and railway fares is available for families and single men who will engage in farming or will work on the land. In the case of families, provision is made for free passage of children under 17. Household workers also benefit under this agreement. The base rate of £3 from the United Kingdom to Halifax, St. John, or Quebec indicates the extent of the assistance offered.

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## CANADIAN PROVINCES MOVED QUICKLY FOR UNIVERSITIES

Saskatchewan and Alberta Took Care to Avoid Sectarian-  
ism—Former Institution Had Its Inception in  
January, 1908

By DR. WALTER C. MURRAY  
President, University of Saskatchewan

SASKATOON (Special Correspondence)—In 1905, out of the territories purchased from the Gentlemen Adventurers Trading out of Hudson's Bay, the Dominion of Canada carved the provinces of Saskatchewan and Alberta. Within two years of their establishment each province made provision for a university within its borders, supported and controlled by the province.

Four years previously the Legislative Assembly of the Northwest Territories had passed a university ordinance forestalling any attempts to establish sectarian universities with possible embarrassment to the state when it proposed to set up a state university. The Premier, Mr. Haultain, when an undergraduate of Toronto University, had seen the evils of sectarian strife in university affairs.

The Saskatchewan Act of 1907 followed closely the recommendation of the commission appointed by the Ontario Government to reorganize the University of Toronto in 1905.

**First Met in 1908**  
The Senate of the University of Saskatchewan held its first meeting in January, 1908, when it elected five members of the board of governors. Later the Government appointed three others. These eight selected the ninth member, the president. In these appointments and elections great care was taken to avoid any political bias.

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## EARLY HISTORY ONE OF ROMANCE

Vast Canadian Territory  
First Explored by Servant  
of Hudson's Bay Company

By ROBERT WATSON  
Editor of the Beaver Magazine,  
Hudson's Bay Company

WINNIPEG, Man. (Special Correspondence)—The early history of the Hudson's Bay Company is the story of a business quest for furs, of adventure and exploration, and of conflict between the French and the British for supremacy in Canada.

The eastern seaboard had already been occupied by intrepid explorers and adventurers of France when, in 1674, Pierre Radisson and his brother-in-law, Medard Gosseliers, headed the first definite fur-trading expedition in behalf of the British company. These two men had made previous fur procuring excursions into the wilds of Rupert's Land, and, returning under a feeling of injustice at the treatment by the French Governor at Quebec, they crossed to France seeking restitution. Failing to obtain it or any assistance in fitting out their proposed expedition into Hudson's Bay, they secured an audience with Prince Rupert (Cousin of King Charles II), a distinguished soldier and sailor, a patron of the arts and sciences, and the most dominant figure in England at that period. The two adventurers enlisted his support.

In June, 1688, Radisson on the Eagle and Gosseliers on the Nonsuch set out from the Thames. The Eagle failed to make her objective and returned to England. The Nonsuch was successful, passing through Hudson's Bay and reaching south of James Bay on September 22 of that year. A palisade fort was built and there an active trade for pelts was done with the Indians, the Nonsuch finally returning to England loaded with valuable furs.

Charter From King Charles  
This led to the granting of the charter by King Charles II to "The Governor and Company of Adventurers of England trading into Hudson's Bay" on May 2, 1670. The validity of this charter has been challenged from the time of its issue to the present day. The highest legal authorities have invariably declared it to be good in law. Changes and concessions have been made by the company right down to the 24th century of its existence, slowly, it is true, but generally with the forethought, by its influence and wisdom, its great resources, and through the enterprise of its loyal and intrepid servants, it has been largely responsible for the opening up of this vast domain of unexplored, almost unknown, territory now known as the Dominion of Canada.

In 1671 Moose Factory was established by Radisson and Gosseliers for the Hudson's Bay Company on the west coast of James Bay. Prince Rupert was the first Governor of the company, and a leader in its enterprise. He was succeeded by the Duke of York, who afterward became King James II.

YOUTH EXPLORES PRARIES  
In 1688, Henry Kelsey, a mere youth of 18 years, a servant of the company, started a series of explorations along the northern shore, penetrating into the wooded country and farther still to the prairie lands, of which he took possession in the name of the company. He is said to have been the first white man to see the buffalo on the plains. Fort Prince of Wales was built by the Hudson's Bay Company at the mouth of the Churchill River on Hudson's Bay in 1718.

In 1731, Pierre Gaultier de Varennes de la Verendrye set out at the head of a party of adventurers, representing some Montreal merchants, his purpose being to trade for furs with the hitherto unknown Indian tribes of the West. La Verendrye and his sons pushed westward until they came within sight of the Rocky Mountains. Thus was the country explored.

Stone Fort Built  
The original wooden structure of Fort Prince of Wales was replaced by a stone fort in 1782.

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In 1734 by a stone fort, said to be one of the strongest on the continent, and supposed to be impregnable, although it fell at a later date before the French in 1782.

Samuel Hearne, another mere boy, in the employ of the Hudson's Bay Company, under orders, explored the great region extending from Great Slave Lake to the mouth of the Coppermine River on the Arctic Ocean, which he reached on July 18, 1771, after having previously made two unsuccessful attempts.

From 1789 to 1793, one Alexander Mackenzie, began to be heard of. He was a servant of the North West Company, and set out to reach the mouth of the great river that now bears his name. He arrived at the Arctic Ocean before midsummer, 1793.

Mackenzie, in 1793, explored the Peace River to its source in the Rockies, and, crossing the divide, marched westward, and, on July 20, 1793, came to the Pacific Ocean, which for 300 years had defied approach from overland.

The North West and the X. Y. Fur-Trading companies amalgamated in 1804, and started on a policy of aggression against the Hudson's Bay Company. In 1811, Lord Selkirk was reached the banks of the Red River in 1812. This was the birth of the great western Canadian city of Winnipeg.

Rivalry Brought Trouble  
Largely the result of the Red River settlement and the fear that this land settlement would affect the fur trading throughout the district there grew up much ill-feeling between the servants of the two rival companies. George Simpson, an able, shrewd and aggressive "gentleman adventurer," came to the fore and succeeded, in 1821, in cementing the combination of the North West and the Hudson's Bay companies, thus ending a strife that had lasted many years, and starting upon another definite phase of Canada's development. Simpson was a power in the land for 40 years.

Fort Garry (now Winnipeg) was built in 1822 and was rebuilt in 1835, when the first government for the Red River settlement was organized. Meantime the Hudson's Bay Company's operations extended west, almost southwest into what is now United States territory of Washington and Oregon.

Vancouver Island was granted by Queen Victoria to the company in 1849, but in 1859 it became a Crown Colony under the governorship of James Douglas, an officer of the Hudson's Bay Company.

The confederation of the various British colonies into the Dominion of Canada was brought about in 1870, when the reins of the Government, hitherto held by the old company, were transferred to the Dominion of Canada.

During the Great War in Europe the Hudson's Bay Company acted as purchasing agents for the French Government; it put into operation a ship shipping service, which transported over 35,000,000 tons of goods, as well as passengers and troops. One hundred and ten ships under the company's flag were lost through submarine and other causes.

In 1920, "The Gentlemen Adventurers" celebrated their 250th anniversary, when Sir Robert M. Kindersley, G. B. E., then Governor of the company, made a triumphal tour of western Canada amid pagantry and old-time pomp.

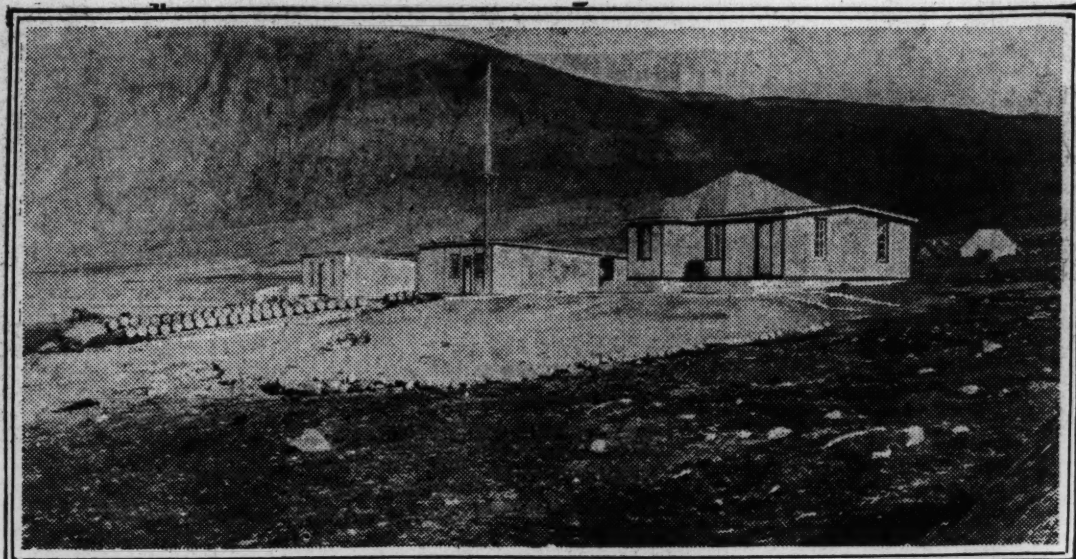
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## Far Northern Outpost in Canada



Modern Hudson Bay Post in Baffin Bay.

## LAKEHEAD PORTS SHIP MOST GRAIN

Thunder Bay Points Handled 305,422,574 Bushels in 1925

PORT ARTHUR, Ont. (Special Correspondence)—The Ojibways called Lake Superior the "Shining Big-Sea-Water" and Thunder Cape was believed by them to be the sacred abode of their god, the great Manitou. The great lake, bordered by island and mount, is at its best of beauty hereabouts.

Fort William was first known as a post of the Northwest Fur Company but the Hudson's Bay Company in the early years of the nineteenth century fought for mastery of the district and won.

The first steamer arrived at the settlement known as Prince Arthur's Landing in the year 1855, and in 1870 Colonel Wolsley, afterward Sir Garret Wolsley, landed an expeditionary force at Prince Arthur's Landing to quell the first Riel Rebellion at Fort Garry on the Red River. Fort William has retained its historic name but Prince Arthur's Landing became "Port Arthur."

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The Kaministiquia Power Company develops and delivers from power supplied by the Kakabeka Falls 35,000 horsepower to Fort William, and the Nipigon hydro plant at Cameron Falls delivers 50,000 horsepower for industrial use to the lakehead cities with a potential increase of 79,000 horsepower, including.

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The two cities have an aggregate population of about 45,000. Fort William, the elder, has the larger share and is the river port and transcontinental railway divisional point. Port Arthur is located on Thunder Bay behind a seven-mile breakwater which protects shipping from the ravages of the boisterous south wind. The lakehead cities are separate municipalities, but their boundaries adjoin east from Fort William and west of Port Arthur. With a few exceptions their industries are duplicated.

Each of the cities is progressive and shows civic wisdom. The spirit of optimism knows no limit and the domestic situation is dominated by a friendly competition in the acquisition of new industries and in increase of population. Chippewa Park on Thunder Bay and within the boundaries of the city of Fort William is a natural park, having about 700 acres with five miles of shore line on Thunder Bay. Current River Park and Lyon Drive are in the east end of Port Arthur, and both parks are beauty spots.

HOME OF CUNARD  
HALIFAX (Special Correspondence)—Samuel Cunard, founder of the Cunard Line, was a native of and a leading merchant of this city. He was knighted by the Queen.

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## CURIOUS INCIDENT GAVE TOWN NAME

Moose Jaw Bone Used to Repair Broken Ox-Cart

MOOSE JAW, Sask. (Special Correspondence)—Moose Jaw is situated in a beautiful valley through which winds the picturesque river of the same name. This name has a curious origin. A British nobleman, Lord Dufferin, was traveling across the plains by ox cart. The axle snapped and he stopped here for repairs, which were made, not with the usual material, but with the jaw bone of a moose.

In this city was organized the first school district in the territory. The teaching staff of schools and colleges numbers 135. The Moose Jaw Boys College is one of the city's handsome buildings.

With two transcontinental railways entering Moose Jaw, railroad travel has played an important part in building the city. General offices of the Saskatchewan division of the Canadian Pacific Railway are located here. The Soo line connects the city with the United States, bringing many tourists during the summer months. Other large industries include the Robin Hood Milling Company, government elevators, Swift Canadian Packing plant and Caulder's creamery.

The Aquatic Club, near the city, is a center for water sports, and a well equipped tourist camp on the banks of the Moose Jaw River welcomes tourists who come from every part of Canada and the United States.

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## INDUSTRY EXPANDS IN MEDICINE HAT

Good Indications for Petroleum Production Seen

MEDICINE HAT, Alta. (Special Correspondence)—The poet Kipling once, when touring western Canada, called Medicine Hat "the town that was born lucky," and this phrase has become a city slogan. It doubtless refers to the city's location over extensive gas fields. Indications of petroleum have been found in the city and country adjoining and deep oil-well drilling is now proceeding satisfactorily within the city limits, a depth of 3230 feet having been reached.

The principal factories and industries today include three large flour mills, two of the largest clay product manufacturing plants on the continent, four grain elevators and three greenhouses covering several acres. The city is a divisional point and terminal of two branch lines of the Canadian Pacific Railway, and many of its 10,000 inhabitants are employed in railroad work.

Medicine Hat has many beautiful homes on shady streets and amateur and professional golfers flourish. The climate is temperate with abundant sunshine and moderate rainfall. Three parks are maintained by the city, one of them as a tourist camp.

Medicine Hat has much natural beauty. It is situated on the banks of the South Saskatchewan River and surrounded by rolling hills. The country around is prairie and better suited to stock raising than to general farming, although mixed farming is carried on in some districts.

## KAMLOOPS IS CENTER OF FARM COMMUNITY

KAMLOOPS, B. C. (Special Correspondence)—An Indian word meaning "meeting of the waters" gave Kamloops its name when it was founded over 100 years ago. Among the first to come were members of the North West Fur Company, of which the Astors were among the owners. The fort built by these traders was the beginning of this city.

Today Kamloops is a busy city of 5000 people. Besides being a transportation point on the main line of two transcontinental railways, it does a large agricultural business. It will be a logically important center, too, of the new Cariboo Highway, which runs from the coast to the interior and which it is hoped, will be opened about July 1.

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## BRITISH COLUMBIA'S SCENERY AND ROADS ATTRACT TOURISTS

World Visitors Charmed by Peaks, Valleys, Deep Forests, Waterfalls, Park-Like Country and Picturesque Coast Line

VANCOUVER, B. C. (Special Correspondence)—"Twenty-four Swiss-lands rolled into one," and "a sea of mountains" are among the terms that have been used to describe the scenic characteristics of British Columbia. While these descriptions are not overdrawn they by no means convey a complete picture of the varied attractions of the farthest west of the Canadian province.

The charm of British Columbia does not lie alone in her mountains. There are her great and beautiful valleys, gorgeous waterfalls, sweeps of park-like country, forests of almost tropical growth and density, and hundreds of miles of coastline of almost indescribable beauty.

Four great mountain ranges, commencing with the Rockies on the east, forming a natural boundary line between British Columbia and the sister province of Alberta, intrigue the interest and command the eye of the traveler westward bound to the Pacific coast. After the Rockies come the Selkirk-Gold Range, more recently described as the Monashee Mountains on provincial government maps, and, finally, the great irregular mass of mountainous heights known as the Coast Range.

The highest of the Rocky Mountain peaks include Mount Robson, 13,068 feet, first conquered in 1914, and Mount Everest 10,000 feet rising out of the Rongbuk Glacier.

Much of British Columbia's endless variety of scenery is at the present time accessible to the motorist. With the completion of the new highway from Golden to Lake Louise this year a scenic route rivaling in spectacular effects the Banff-Windermere highway will be available. By July next the Fraser Valley Canyon section of the Cariboo road will be completed and it is anticipated that the formal opening of the road leading into the historic Cariboo gold fields district will be attended by a throng of motorists from Canada and the United States.

Completion of the Fraser Valley section of the Cariboo highway will connect the interior of the province with the coast. It will be a logically important center, too, of the new Cariboo Highway, which runs from the coast to the interior and which it is hoped, will be opened about July 1.

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give motorists access to the farthest north point on any motor road in North America, the town of Hazelton. It is expected that within a few years this highway will be completed through to Prince Rupert, thereby providing a continuous north and south motor road from British Columbia's northern port to the Mexican boundary.

## Lethbridge Operates Three Public Utilities

LETHBRIDGE, Alta. (Special Correspondence)—On the Old Man River, less than 70 miles from the international boundary line, stands Lethbridge, in the midst of a wheat-producing and coal-mining district. The municipality is young, being in the twentieth year of cityhood. Coal has played an important role in the city's development. It was originally a hamlet called Coalbank, a name derived from the coal found along the banks of its river. The city runs its own waterworks, electric plant and street railway system. It has a large park system with agricultural fair grounds of 57 acres on which are buildings of the value of \$200,000.

## FIVE METALS REFINED IN TRAIL SMELTER

TRAIL, B. C. (Special Correspondence)—The little city of Trail, in the valley of the Columbia River, owes its importance to the presence here of the smelting plant of the Consolidated Mining and Smelting Company of Canada. The Trail smelter is one of the largest non-ferrous smelters in the world, and is probably the only one where five metals—gold, silver, copper, lead and zinc—are smelted and refined. The electrolytic process, which produces the purest metal, is used.

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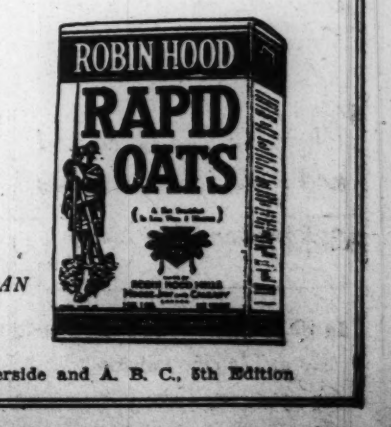
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## Calgary, in the Foothills of the Rockies and Center of the Ranch Country

BIG GRAIN YIELD  
ON PEACE RIVER

Northern Situation No Ob-  
stacle to Crop Production  
—Newly Opened Area

By W. D. ALBRIGHT  
Superintendent, Experimental Sub-Station for the Grande Prairie District  
BEAVER LODGE, Alta. (Special Correspondence)—Draining a glaciated tableland of something like 40,000,000 acres, or approximately one-quarter the province of Alberta, besides a few million in British Columbia, the majestic Peace River crosses the international boundary a little above the latitude of fifty-six degrees, thence, curving northeastwardly, describes on the map of Alberta a sort of italicized S, with the trunk standing almost due north, and debouches into Slave River near latitude fifty-nine, away down near the northeast corner of the province.

Between Hudson Hope, British Columbia, where it emerges from its turbulent Rocky Mountain canyon, and Vermilion Chutes, are 570 miles of uninterrupted, steamboat navigation—a wide, deep-flowing stream. Is the land good? Can people live there? What crops can be raised? Will domestic animals thrive?

**Temperatures**  
At the Dominion Experimental Station, Beaver Lodge, the mean temperature of January, 1916, was 15.31 degrees below zero on the high land and unquestionably much lower on the flats. The 10-year average January mean is 6.2 degrees above zero. January, 1926, had a mean of 27.09 degrees, and the whole winter to the end of February registered only 12 sub-zero temperatures, with —41 the lowest (on October 28). The Peace was navigated in January with canoes and rafts and on some of the small rivers it has been impossible to cut ice for storage. Cows have operated nearly all winter on ice-bottomed roads good, alike, for runners or wheels.

In 12 years' experience the writer has never had a complete failure of the grain crop, but has failed to produce a surplus of vegetables and potatoes. Small fruits and many ornamentals are a demonstrated success. Tulips, peonies, lilacs, and gladioli are among the successful flowers. Red currants have yielded 15½ pounds per bush. Table corn was eaten for weeks last fall, and nearly a quarter of a ton of fine tomatoes almost ripened in the open.

**Favorable Crop Conditions**  
At Fort Vermilion, 220 miles higher in latitude than Beaver Lodge and 650 miles north of the forty-ninth parallel, ecological conditions are still more favorable for spring-sown crops—not quite so good for biennials. Forty tons per acre of field roots and of sunflowers have been grown in plots. In four years Long-fellow (flint) corn plots average 21½ tons green fodder per acre, and good ears of certain early varieties have often been ripened there.

With settlement as yet in the pioneer stage and with the handicap of circuitous rail haul to our nearest tide-water outlet on the Pacific coast, the Peace River region nevertheless shipped to Edmonton from the crop of 1923 2,000,000 bushels of wheat and 750,000 bushels of coarse grains. The droughtless crop year on record was 1924, yet over 500,000 bushels of wheat and 250,000 bushels of coarse grains were shipped during the 12 months representing that harvest. The 1925 crop was far better, but is not yet all moved out. Live-stock shipments from the three principal settlements during 1925 totaled 14,458 cattle, 306 calves, 23,733 hogs, 463 sheep, and 307 horses, an aggregate of 39,267 head. Total ship-

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ments over the whole Dunvegan line (which draws also from part of the Athabasca valley) amounted to 57,187 head.

Six creameries, including one near Edmonton, made 726,180 pounds of butter, with a factory-selling value of \$255,255.02.

Indescribably beautiful is the prairie in a moist summer, with its budding green in spring, followed by successive mass effects of anemones, wild sanfoin, vetch, harebells, wild roses, painted cups, tiger lilies, and gorgeous purple fireweed (great willow herb).

**CANADIAN LINES**  
ON THE PACIFIC

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Country With Occident  
and Orient

By J. H. HAMILTON  
Manager Vancouver Merchants' Exchange

VANCOUVER, B. C.—The opening of the Panama Canal gave a great stimulus to the regular ocean services from Vancouver, and today there are "line" services from Vancouver and Victoria to the majority of the principal markets of the world.

First, as to the Oriental trade. The Canadian Pacific Railway still holds the lead as the premier transpacific ocean carrier. Its magnificent new vessels, equal in appointment and speed to Atlantic liners, carrying passengers and mails, are the fastest vessels on the Pacific Ocean today. The Empress of Canada is the largest vessel on the Pacific, seconded by the Empress of Australia, Empress of Russia and Asia.

The next largest vessel on the Pacific Ocean is the Aorangi, the great new motor vessel of the Canadian Australasian Royal Mail Line running between British Columbia and Australia and New Zealand.

To the Orient, also, are the fine freight and passenger vessels of the Blue Funnel Line, giving a monthly service, and the regular fortnightly services of the Nippon Yusen Kaisha (Japan Mail Steamships) and Osaka Shosen Kaisha.

Altogether there are an average of 18 sailings a month from Vancouver to Japan and China by regular line vessels, and of course many tramps in addition.

To Europe via the Panama Canal there are many services, several of them operated by the great British companies with vessels specially built for the service. The growth of the trade on this route has been remarkable.

Altogether there are an average of 17 or 18 sailings each month by line vessels to the United Kingdom and continent.

To South America we have two services to the West Coast and one to the East Coast.

To sum up, we have now direct steamship connections, without any need for transshipment, anywhere, to the following countries: Argentina, Atlantic, Seaboard, Australia, Belgium, Brazil, Chile, China, Colombia, Denmark, France, Fiji, Germany, Guatemala, Hawaii, Holland, Italy, Japan, Martinique, Nicaragua, Norway, Peru, Philippines, New Zealand, Salvador, Spain, Sweden, United Kingdom, Uruguay.

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WESTERN GRAIN  
ROUTE GROWING

Volume From Prairie Pro-  
vinces Shows Steady  
Development

By DR. D. A. MacGIBBON  
Professor of Political Economy in the University of Alberta

EDMONTON, Alta. (Special Correspondence)—A striking development in recent years in the movement of grain from the prairie provinces of western Canada has been the growth of heavy exports through the Port of Vancouver.

From small shipments made during the crop year 1913-19 the volume of grain handled increased rapidly until in 1923-24 it reached approximately 55,500,000 bushels. Wheat composed almost 54,000,000 bushels of this amount. On account of a short crop in 1924 the volume declined for the following year but the indications are that for the year 1925-26 the total of 1923-4 will be reached and possibly surpassed.

**Development of Route**  
Two circumstances attend the development of this route. These are the construction of the Panama Canal and the opening of a market for Canadian wheat in the Orient.

In 1916 the Government of Canada constructed a terminal elevator at Vancouver and in the fall of 1917 an experimental shipment of 100,000 bushels of wheat was made. The test proved successful and it was seen that the way was open for a movement of grain to Europe via the Pacific.

The opening of a market for Canadian wheat in China and Japan is a recent phenomenon, but appears to be one of increasing importance. The market depends, however, upon certain factors which make it difficult to forecast actually the future.

One element in the situation is the relative cost of wheat and rice. It is reported that there is in the Far East a growing liking for wheat bread, though it is a little early to estimate the importance of this change in taste. Upon this latter factor really depends the size and stability of the Oriental market.

**Freight Reductions Made**  
It is difficult to estimate the actual magnitude of the total trade will assume. It depends upon a variety of conditions, not least being that of an increased farming population in the Province of Alberta. This in turn depends partly upon low marketing costs for farm products.

The governments of both British Columbia and Alberta have been very active in urging reductions of freight rates westward upon the Board of Railway Commissioners for Canada. As a result certain reductions have been put into effect. It is possible that further reductions will be ordered as a result of an elaborate investigation into railway rates at present being conducted by the board. Such a reduction would in-

crease the area of grain-growing territory tributary to the Pacific route. Returns to the Alberta grain growers in so far as they have been able to make shipments westward have ranged from half a cent to 5 cents a bushel premium over Fort William prices according to the grade and the state of the market. The grain growers of the Province of Alberta as a body are convinced that their cheapest route to outside markets is via the Pacific seaboard.

In a general way the effect of opening the route has been to detach Alberta from the other two prairie provinces in its economic interests and link it up with British Columbia. It is clearly recognized that the largest gains from the Pacific route will be achieved only when there are large return shipments from British Columbia to Alberta and when as far as possible the grain vessels that come to Vancouver for wheat come loaded.

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Activities

CALGARY, Alta. (Special Correspondence)—In the summer of 1875 a small detachment of Royal North West Mounted Police rode north from Fort Macleod along the outskirts of the foothills of the Rockies to the junction of the Bow and Elbow Rivers.

At this junction they established a post. In the following year the post was officially named "Calgary"—a Gaelic word meaning "clear running water."

Today all vestige of that post has disappeared except a big natural boulder, into which is sunk a bronze plate that tells the story of the founding of the city now numbering 75,000 people and boasting of its position as the leading commercial center between Winnipeg and Vancouver.

Calgary is the "highest" city in Canada, with an altitude of 3439 feet. Geographically it stands 332 miles west of Winnipeg, 642 miles east of Vancouver and 215 miles north of the international boundary.

Situated as it is in the first folds of the foothills the city has at its western portal a panorama of the mighty Rockies that lie beyond the 60 miles of hills where the big rancher makes his last stand. To the east the flat prairies stretch away in unbroken farm lands to Manitoba. The city reaps the benefit of great irrigation projects to the east and is the largest shipper of wheat and cattle in Alberta. It is the center of a network of railway lines of both the Canadian Pacific and the Canadian National system and is connected with Montana by the Sunshine automobile trail, the pivot point on the big loop that takes in the unrivaled beauties of the Banff-Windermere trail.

Calgary operates its own utilities, water, light, street railway and power. Light and power come from the Bow River. The city keeps warm

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## Prince of Wales Owns Ranch in Alberta

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HIGH RIVER, Alta. (Special Correspondence)—Riding across the range in the foothills of the Alberta Rockies one fine October morning in the year 1919, while a guest of George Lane, owner of the famous Bar-U Ranch, Edward, Prince of Wales, made the decision which led him to become owner of a ranch himself. In the course of his ride he came out upon the brow of a hill, and stretched before him saw a beautiful little valley, reaching away into rolling acres of ranch lands, with ranch houses nestled in the shelter of the hills. It was the Beddingfield Ranch, adjoining the Bar-U. "There's a ranch I'd like to own," remarked the Prince to his companion, W. L. Carlyle, at that time manager for the Bar-U. "Four High-ness could do no better than to buy a ranch in Alberta," replied Mr. Carlyle, so the story goes.

A week later the Prince was bought with the Prince himself as owner, and Mr. Carlyle as manager. It lies 28 miles west of High River, and some 70 miles southwest of the city of Calgary. It comprises 1600 acres of ranch and farm lands, and was originally homesteaded in 1886 by Mrs. Beddingfield, whose son later conducted the Beddingfield Ranch.

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## Prince of Wales Owns Ranch in Alberta

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HIGH RIVER, Alta. (Special Correspondence)—Riding across the range in the foothills of the Alberta Rockies one fine October morning in the year 1919, while a guest of George Lane, owner of the famous Bar-U Ranch, Edward, Prince of Wales, made the decision which led him to become owner of a ranch himself. In the course of his ride he came out upon the brow of a hill, and stretched before him saw a beautiful little valley, reaching away into rolling acres of ranch lands, with ranch houses nestled in the shelter of the hills. It was the Beddingfield Ranch, adjoining the Bar-U. "There's a ranch I'd like to own," remarked the Prince to his companion, W. L. Carlyle, at that time manager for the Bar-U. "Four High-ness could do no better than to buy a ranch in Alberta," replied Mr. Carlyle, so the story goes.

A week later the Prince was bought with the Prince himself as owner, and Mr. Carlyle as manager. It lies 28 miles west of High River, and some 70 miles southwest of the city of Calgary. It comprises 1600 acres of ranch and farm lands, and was originally homesteaded in 1886 by Mrs.



## CITY OF ROSES IS VICTORIA

Most Typically English of  
Canadian Cities Sits at  
Pacific Gate

VICTORIA, B. C. (Special Correspondence)—After Rudyard Kipling had completed a world tour and paused to record his impressions he wrote of Victoria, the capital of British Columbia: "To realize Victoria you must take all the eye-mirage in Bourneouth, Torquay, the Isle of Wight, the Happy Valley of Hong Kong, the Doon, Sorrento and Camps Bay; add reminiscences of the Thousand Islands, and arrange the whole round the Bay of Naples with some Himalayas for the background."

Such a description indicates, and truly, that Victoria is unique. Lying at the southern end of a rugged, timber-covered island and facing the snow-capped mountains of Washington State across the blue Straits of Juan de Fuca, Victoria combines in one all the beauty of dense, heavily-forested Canadian forests, the broad sweep of an island-studded sea, and the grandeur of Alpine peaks.

To this Victoria has added the imported Old World charm of stately homes and English gardens. It has become known as a little bit of England on the edge of the Pacific; and, indeed, there is something about Victoria that marks it out from among other western Canadian cities. It has that indefinable air that comes only with age.

**Founded Eighty Years Ago**  
True, it is young as European cities go—the first settlement dates back little more than 80 years—but it represented the first British attempt to colonize the Pacific coast of Canada and was a thriving center of population when most of the city sites in the American West were stretches of bare prairie land or virgin forest.

Besides its beauty, nature's greatest gift to Victoria is its climate. On the edge of the Pacific, but sheltered from its storms, the city's shores are washed by the Japan Current, which brings summerlike warmth while most of Canada is wrapped in snow and ice. Most Canadians coming to Victoria find the city with its mild climate, for the average day temperature during the winter months is 42 degrees above zero. Roses often are in bloom at Christmas, early bulbs flower in February.

The annual rainfall is but 27 inches, less than half that on the mainland coast a short distance away. Summer brings no oppressive heat; for continual breezes sweep in cool and fresh from the ocean.

**Quaint English City**  
Victoria appeals to Canadian and American visitors as a quaint English city, reminiscent of the Old World, but actually it is built along modern lines, with large expenditures on public improvements for its population of 60,000, while its utilities are adequate for a city of 200,000. It has miles of paved streets, a water system capable of meeting the demands of half a million and ample for developing agriculture outside the city limits, a remarkable extent of parks and boulevards, ample electrical power for present needs, industrial expansion and other civic equipment of the most up-to-date type.

Victoria's population, too, is distinctive. There is probably a greater proportion of English people here than in any other Canadian city and they have brought with them many of the characteristics of their own country. Their love of the outdoors is reflected in five splendid golf links in numerous tennis courts and in other sports. The love of home is evidenced by the beautiful residential districts. The city's many fine "arid" as witness the English attachment to the soil. And yet the city is intensely Canadian in its outlook.

**Strategic Commercial Position**  
Victoria is the first Canadian port of call for all steamship lines operating to the Orient, to South America and to the Atlantic countries via the Panama Canal. It is the shipping port for most of Vancouver Island's great lumber industry and for the products of its fisheries. It is an important ship-repairing and outfitting point, with the Canadian Government naval drydock in operation and the largest drydock in the British Empire about to be put into use this year. It is the headquarters of the Canadian naval establishment on the Pacific and the center from which almost all Canadian salvage operations on this coast are carried on.

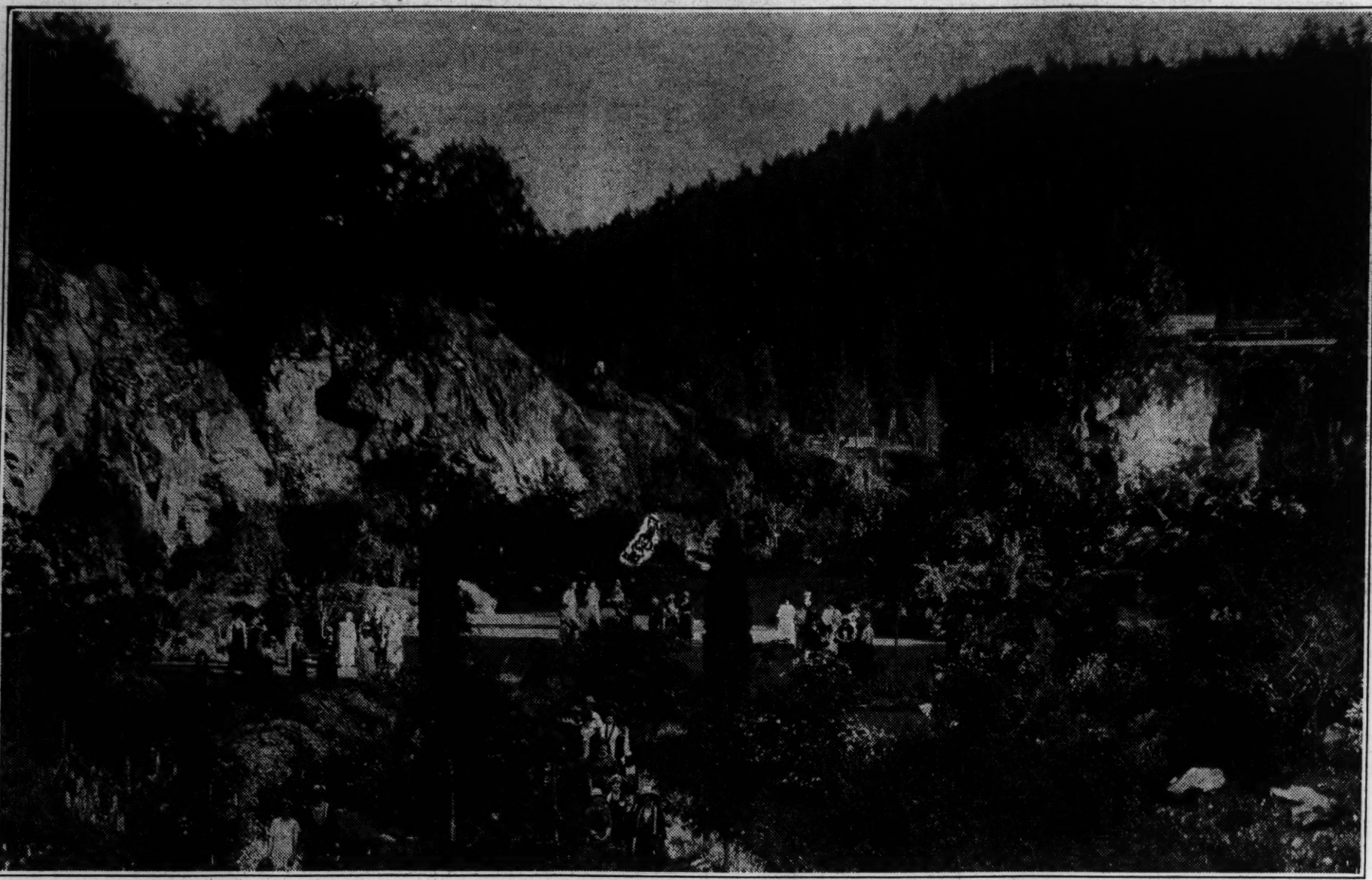
Backed by an island which contains half of British Columbia's entire timber supply—more than 20,000,000,000 feet of merchantable timber—enormous deposits of coal, iron, copper and other minerals, fertile agricultural lands and immense water powers, Victoria must some day become a great industrial center.

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## One of Victoria's Show Places, a Sunken Garden Transformed From a Cement Pit



Trees, Flowers, Waterfalls and Grass Plots Are Now Shedding Their Loveliness for Thousands of Visitors on the Estate of Mrs. R. P. Butchart, Near Victoria, Said to Be One of the Most Beautiful Places in Canada. The Garden Was Once an Ugly, Jagged Hole in the Earth From Which Materials for Making Cement Were Dug, But Mrs. Butchart Saw its Possibilities and Developed It.

## Ragged Excavation Made Lovely by Building a Sunken Garden

Unightly Crater in the Earth, Formerly a Cement  
Pit, Made Beautiful by Flowers, Streams,  
Trees and Shrubs

center. Already it is the headquarters of a large lumber and shingle milling industry and has a wide variety of other industries, dependent, for the most part, upon forest products.

The massive gray stone Parliament Buildings form the seat of the British Columbia Government and house the legislative chamber, the government offices, a museum of natural history, a remarkable exhibition of Indian art and relics and the best collection of Pacific coast historical documents in existence. At the rear of the present buildings are the little red wooden houses which formerly housed the Legislature in the early days of the Province and which now serve as a mineral museum.

Beacon Hill commands one of the most beautiful panoramas views on the continent. Before one stretch the Straits of Juan de Fuca, sweeping out to the open Pacific 60 miles to the westward. Ribbing the coast of the United States 20 miles away, the blue, snow-capped Olympic Mountains sweep in majestic line along the water. To the eastward the pointed white peak of Mount Baker rises from the Washington State coast through the clouds. Northward lie the hills of Vancouver Island, with their dark miles of heavy forest, extending out into the sea in places in long, narrow headlands.

**Prince Rupert Forms  
New Pacific Seaport**  
PRINCE RUPERT, B. C. (Special Correspondence)—Prince Rupert is Canada's new Pacific seaport. As the Dominion's nearest harbor to the Orient, it holds an important geographical position. It is at the terminus of the Canadian National line and stands alone 500 miles from the nearest Canadian city or port. Its harbor is open the year around.

Prince Rupert puts forth claim to being the largest halibut fishing port in the world and is the center of important salmon fisheries. Lumbering and mining are important industries of the district. A new grain elevator has been built here by the Dominion Government.

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## VANCOUVER ISLAND'S HISTORY LINKED WITH EARLY EXPLORERS

Scenery Varies From Pastoral Farm Lands to Snow-  
Capped Mountains—Lumbering Forms Leading  
Industry—Population Is 130,000

VICTORIA, B. C. (Special Correspondence)—When the earliest British and Spanish navigators sailed into the uncharted seas of the North Pacific their first landing place on the future coast of Canada was the rugged, timber-covered shore of Vancouver Island. Later, when Canada started colonization of its great new empire beyond the Rockies it chose this island for the site of its chief fort and trading center. Upon this historical background the island has grown into one of Canada's great possessions.

Its scenery varies from pastoral farm lands to the grandeur of snow-capped mountain peaks, and from the sweep of the open sea to the tangle of almost tropical jungles; its industries range from fruit growing to the packing of fish hordes, milling of giant timbers and the mining of coal.

With a length of 285 miles and a width varying from 9 to 85 miles, the island has an estimated area of 15,000 square miles, or about half the extent of Ireland. Practically all of it is covered with heavy timber, the wooded plains along the coast rising into mountain slopes 5000 to 7000 feet high in the interior. These mountains are cut by broad valleys of remarkably fertile land, while long, rugged arms of the sea stretch far inland.

**Great Unexplored Expanse**  
More than half the entire population of 130,000 is centered around Victoria, which lies at the southern end of the island. Settlement elsewhere is confined almost entirely to a narrow strip along the east coast running less than half the island's length. On the long west coast the only habitations are fishing villages and a few lumbering centers. A great part of the island's vast, uninhabited northern half has scarcely been explored.

Except for the isolated west coast all the settled areas are connected by road. The main island highway, running from Victoria north along the east coast and branching off to meet a long inlet of the Pacific, is the main artery of travel, and a short length of road runs from Victoria up the west coast. A railway owned by the Canadian Pacific Railway travels up the east coast, curving out to the shores of the Pacific, and a Canadian National line follows the west coast some 80 miles.

The island's immense supply of timber is the chief factor in its prosperity. These resources are being exploited in a big way by about 60 mills scattered along the coast. Logs also are shipped to the mainland and to Washington State for milling. One of British Columbia's largest pulp mills stands at the northern end of the island, and on the east coast United States capitalists are about to spend \$16,000,000 on a second mill to manufacture pulp and paper from extensive timber limits. Timber products from the island are shipped to markets all over the world, many

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of the larger mills maintaining their own port facilities for this purpose.

**Canning Industry Important**  
Some of Canada's richest fisheries lie along the east and west coasts of the island, where numerous canneries have been established to prepare sea products for overseas markets.

Agriculture has reached a high state of intensive development outside Victoria along the Saanich Peninsula where fruit growing and dairying is carried on extensively. West of Victoria, settlers have carved out farms from the thickest of the island's forest and the east coast is farmed in patches all along the line.

Hills and mountains are stored with mineral wealth. So far, however, mineral development has been confined chiefly to the large coal mines around Nanaimo, some 70 miles north of Victoria, which supply the coast cities, coastwise shipping and deep-sea vessels.

For manufacturing purposes the island combines the presence of coal in almost unlimited quantities with water powers estimated at more than 500,000 horsepower and distributed so generally that every district is within easy commercial reach of them. At present manufacturing is centered chiefly around the timber industry and subsidiary operations.

## KELOWNA IS NOTED FOR SPORTS AND FRUIT

**KELOWNA, B. C. (Special Correspondence)**—Kelowna, beside the sparkling waters of Okanagan Lake, is a center for fruit growing and truck farming in western Canada. Last year the city shipped 1,000,000 boxes of apples, 1000 crates of vegetables, and 250,000 cases of canned goods, besides pears and soft fruits. An annual two-day regatta held here by the Kelowna Aquatic Club brings competitors not only from the Province, but from states to the south. Tennis tournaments for the championship of the interior are played here. Kelowna's golf course is noted for a \$1000 hole built in the middle of the lake.

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## NATIONAL POLICY ADOPTED IN CONSTRUCTION OF ROADS

Municipal and State Control Yields to Commonwealth Theory of Right of Traffic to Determine Character and Extent of Improvements

By A. W. CAMPBELL.

Chief Commissioner, Canada's Highways Commission.

OTTAWA (Special Correspondence)—Development in recent years of the roads of Canada has been along three broad lines, namely, (1) economic and political theory of controlling authority, (2) organization of administration, and (3) actual construction, followed by systematic maintenance.

Theory of the natural right of local bodies to build their own roads in their own way from their own revenues has lifted like a low-lying fog to give place to the commonwealth theory of the right of traffic to influence, if not determine, the character of the improvements that should be made on the roads it uses, and consequently, the authority and manner exercised of raising and handling the needed revenues to finance the expenditures involved in meeting its requirements.

The bicycle called attention to the need of good roads a decade ago but made little headway against the apathy of municipal officials. The motor vehicle has almost annihilated the municipal and state natural right theory and has given rise to the conception of responsibility for the condition of the Nation's primary roads being as wide as their use. The fog has lifted slowly, however.

**Local Council Control.** In 1905, the Province of Ontario was the only province of Canada to keep official record of registrations of motor vehicles; the total was 553, and then all roads were under the control of local township councils. In 1915, Ontario had a registration of 42,346 out of a total of \$9,354 in Canada, and by that date, as a consequence of provincial encouragement and grants in aid, had evolved a system of county roads totaling 4125 miles.

In 1914, the Great War came; and, although highway administration organizations advanced in Nova Scotia, Quebec and Ontario, programs of road development were held up. The first general impetus to organization in every province of administration and to methods and means of building a provincial-Dominion system of concatenated highways from coast to coast was due to the federal legislation of 1919, which appropriated \$20,000,000 as a grant in aid thereof, upon a 46 per cent basis.

The national system of highways that grew out of this legislation of 1919 totaled 24,709 miles, and at the close of last year one-third of this mileage had been constructed, to agree upon standards. And Ontario, again, for example, had constructed under this plan of finance just one-third of its system of great main highways taken over by the provincial government, totaling 1524 miles. This system of provincial highways comprised the more important of the former county road systems of the Province.

**Growth in Registrations.** Incidentally, the total registrations of motor vehicles in Canada numbered in '25, last year, 728,259, and in Ontario, 344,112. Similar developments have taken place in all provinces not already in control of roads therein and in administrative control thereof, and now every province in the Dominion has a department of government or board administering provincial appropriations upon their primary, and in some cases, all highways therein. Provinces having a Department of Highways include Quebec, Ontario and Saskatchewan; and those with a highways branch in a Department of Public Works are British Columbia, New Brunswick and Prince Edward Island; while Nova Scotia, Manitoba, and Alberta, function through a department of Highways or Public Works, as well as a semi-independent board.

Through such administrative bodies the nine provinces have taken complete responsibility for the condition of approximately 15 per cent of the aggregate mileage of roads in Canada, totaling 427,037 miles; and upon nearly 2,600 miles patrol and gang-maintenance crews have been placed.

**Mileage of Metalled Roads.** As might be expected, the Province of Ontario, having the greatest aggregate and second densest population of any province to the mile of road, has the highest ratio of metalled roads to its aggregate of road mileage.

The figures of metalled road mileage are: Alberta 391, British Columbia 4377, Manitoba 1847, New Brunswick 1861, Nova Scotia 3877, Ontario 36,147, Prince Edward Island 8, Quebec 6012, Saskatchewan 39.

For financial reasons and as well

upon sound engineering principles, development of the highways and roads in central Canada and indeed throughout the Dominion has been upon what is sometimes referred to as "progressive lines."

**Consolidation of Material.** Once grading has been completed, it is left to consolidate and settle under traffic for a year or two; then comes gravelling of a single course, again consolidation under traffic for a season, again an addition of gravel or broken stone, until a substantial base has been laid for surface treatment or reconstruction, usually under contract.

The results of this method include surfaces with a minimum of corrugations and breaks caused by unstable foundations and, consequently, a reduction in costs of maintenance of bituminous macadam, asphaltic and Portland cement concrete pavements. In the case of the gravel road provinces, progressive development in this manner has been necessary to accommodate traffic.

Among the not unimportant measures taken to accommodate the highway traveling public throughout Canada have been the placing of color bands around telephone and telegraph poles to indicate termini of routes, the erection of danger and direction signals upon all primary roads, and, finally, the planting of shade trees of various kinds from maple to apple, to add to the roads' amenities.

## NIAGARA FIELDS RICH IN FRUITS

Peninsula Between Erie and Ontario Called Garden of Canada

By E. F. PALMER

Director, Ontario Horticultural Experimental Station, Vineland, Canada.

VINELAND, Ont. (Special Correspondence)—The Niagara district, that part of the Niagara peninsula devoted mainly to the culture of fruits and vegetables, is known, by name at least, almost universally. Several districts in the Dominion lay claim to the title "The Garden of Canada," and their claims are well substantiated by favorable climate, bountiful production, beautiful homes and scenery. The premier place, however, must still be awarded to this Niagara district, with its comparatively mild and equable climate, its thousands of acres of fruits, its very evident peace and prosperity, and its unsurpassed scenic beauties.

The Niagara peninsula as a whole lies between the two lakes, Erie on

the south and Ontario on the north. The great fruit belt borders the south shore of Lake Ontario, extending from Hamilton on the west to the Niagara River, the international boundary on the east, a distance of 40 odd miles. In width it varies from less than a mile at Grimsby to over seven miles at Queenston. Its width is determined largely by the "Escarpment" or Mountain, as it is usually termed locally, the old lake shore, for this terrace fruit area of some 150 square miles was at one time lake bottom.

**Miles of Orchards.**

The panorama that greets the onlooker from the top of the Escarpment is wonderful. Spread out below and extending as far as the eye can see to right and left, one beholds a vast checkerboard of orchards and gardens, with the flashing sunlit waters of Lake Ontario forming an unsurpassed background. Villages and towns, with their connecting railroad and Provincial Highway, complete the picture. If one is fortunate enough to view this scene during "blossom week," it is a sight and an experience not soon forgotten.

In the Niagara district the production of fruits and vegetables is the main agricultural pursuit. Grapes, peaches and sweet cherries are grown in quantity, in addition to those fruits such as apples, pears, plums, sour cherries, and small fruits which can also be grown in localities less favored as to soil and climate. The acreage devoted to each of the above-named fruits is extensive. Peaches represent between 6000 and 7000 acres; grapes, over 7000 acres; apples, 3000 acres; pears, 2000 acres;

plums and prunes, 3000 acres; cherries, sweet and sour, 1500 acres; small fruits (strawberries, raspberries, currants, gooseberries, blackberries, etc.), 1500 acres. These figures are approximate and are calculated from the Dominion Census for 1921. In addition to the above fruit acreage, several thousand acres are devoted either wholly, or in conjunction with tree fruits, to the production of truck crops, as asparagus, cabbage, celery, onions, tomatoes, etc. During recent years there has been a marked and steady increase in the area devoted to greenhouse crops, both vegetable and flower.

**Many Truck Gardens.**

The products of orchard, truck garden and greenhouse find their way to distant markets as well as to the heavily populated industrial areas of southern Ontario. Naturally these latter local markets absorb the bulk of the output. Many hundreds of cars, however, find their way to the Prairie Provinces, to Quebec and the Maritimes, to Europe and to various cities in the United States of America. The return to the producer is approximately \$5,000,000 for fruits alone, according to the Dominion Census figures for the 1920 crop year, the date of the last census. To this figure should be added probably \$2,000,000 for truck and greenhouse crops.

The horticulturally observant visitor to the Niagara peninsula invariably remarks on the uniformly good condition of the orchards, and the

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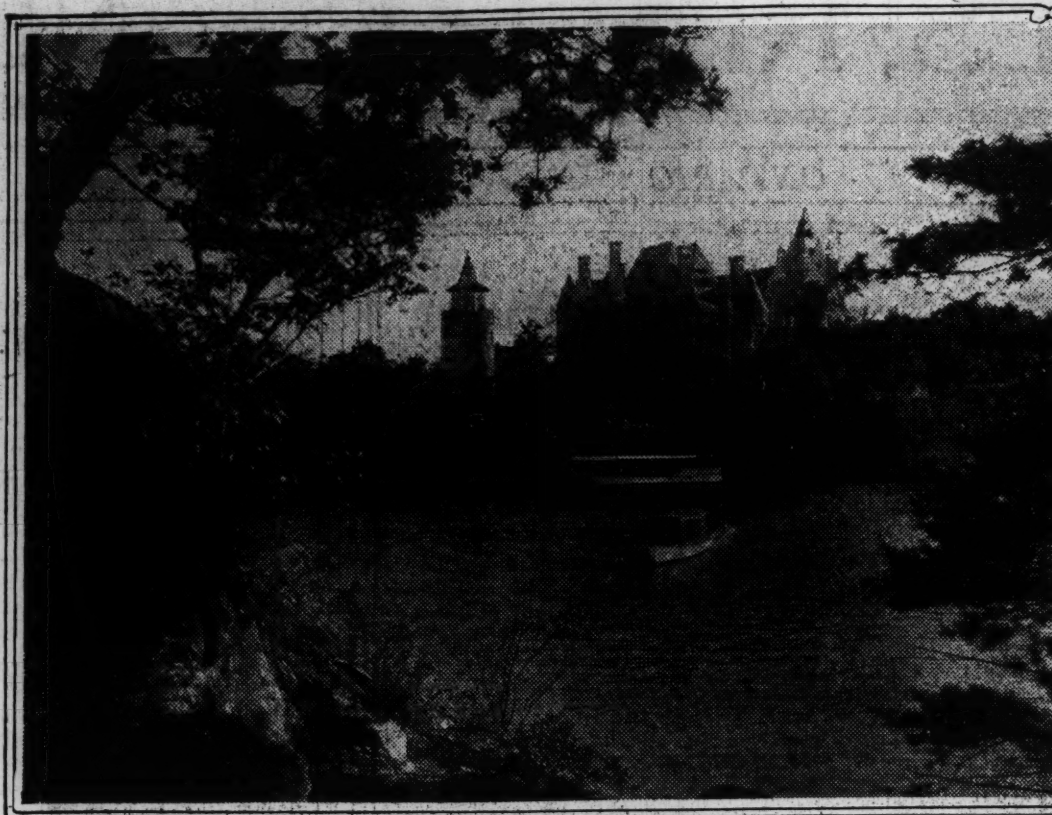
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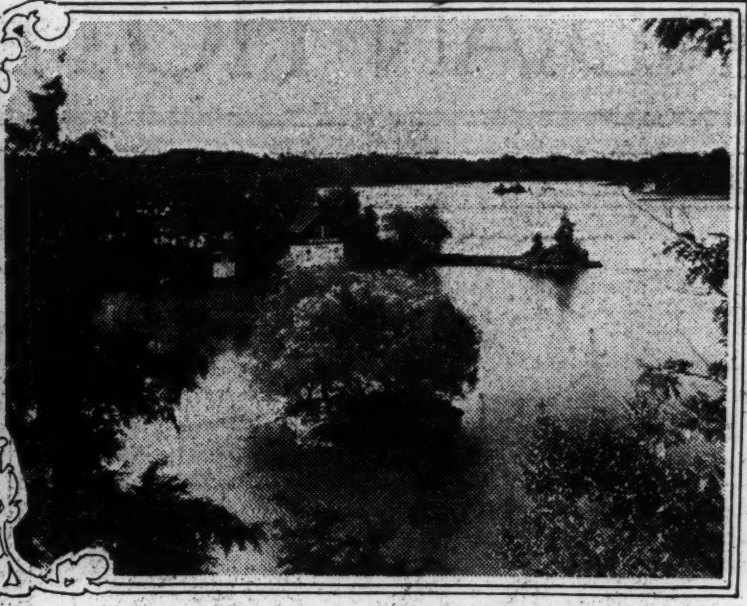
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Photograph by S. J. Howard.  
Bonnie View Island, Thousand Islands.

## Indian, French and British History Made in Picturesque Thousand Islands

GANANOQUE, Ont. (Special Correspondence)—The Lake of the Thousand Islands, or Manitoulin, the Garden of the Great Spirit, besides being of scenic magnificence, is rich with historic interest. Here, according to tradition, Hiawatha met the two dusky Onondagas and counseled the alliance of the Six Nations.

Another interesting place is Carleton Island, the rendezvous of the Wendanagans, the chief of the Six Nations who fomented the massacre of Cherry Valley, the Cedars and Stony Arabia. It was from this island, also, that the midnight raid

on Deerfield, Mass., for the recovery of the Bell of St. Regis was made. A fort was erected on the island at the close of the eighteenth century known to the French as Fort Carleton, and Fort Haldimand to the British.

Kingston might be termed the gateway to the Thousand Islands. In 1873 Frontenac, a great soldier, selected the site for a fort and changed it from its old name of Cataraqui, conferring upon it his own name. It was at Fort Frontenac that LaSalle constructed the first vessels to navigate the waters of Lake Ontario.

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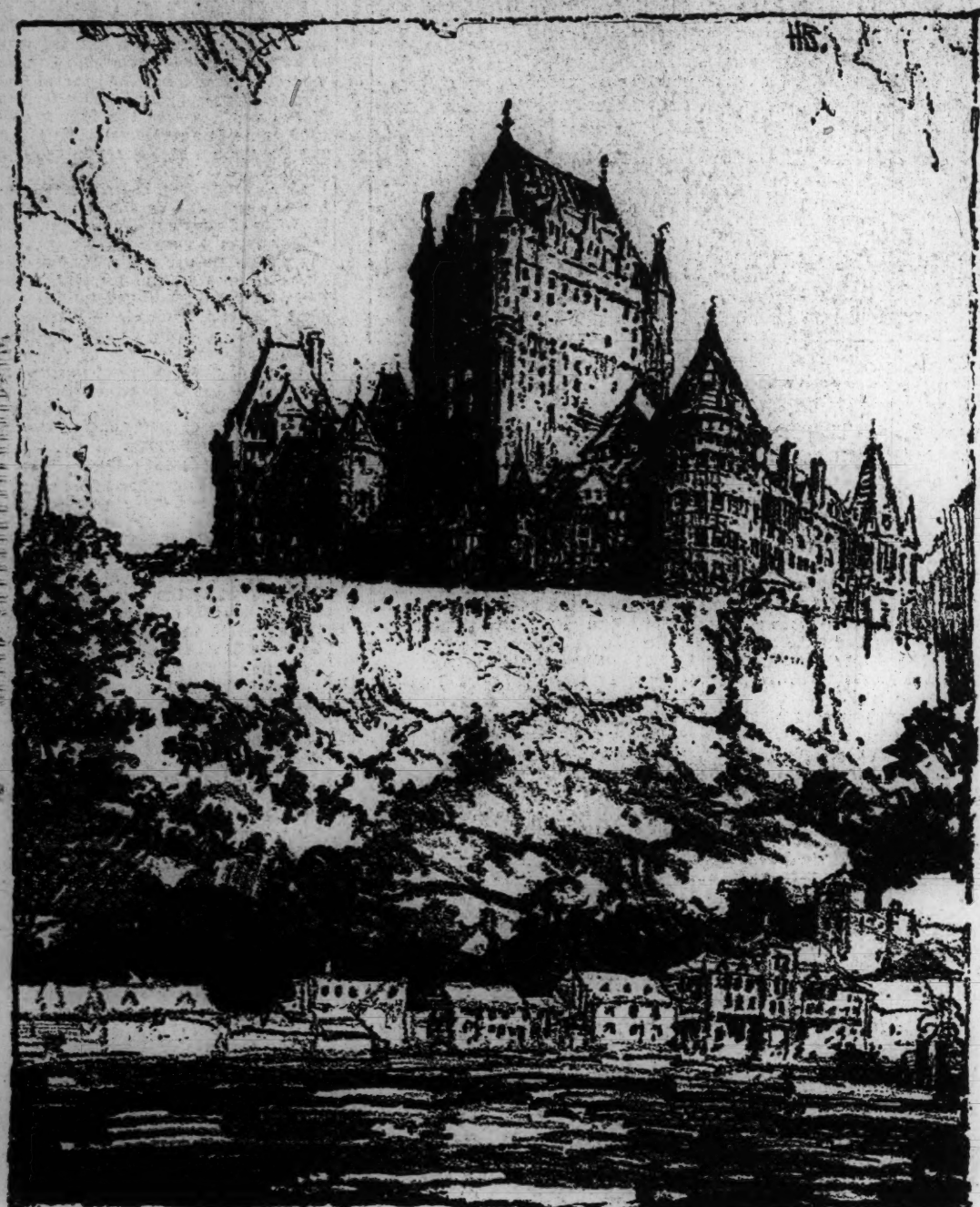
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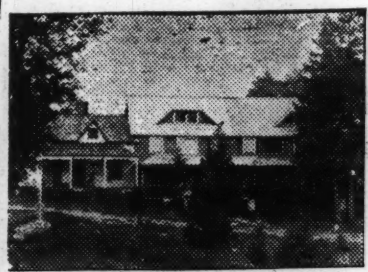
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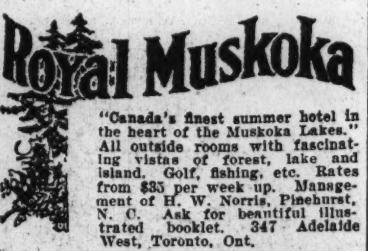
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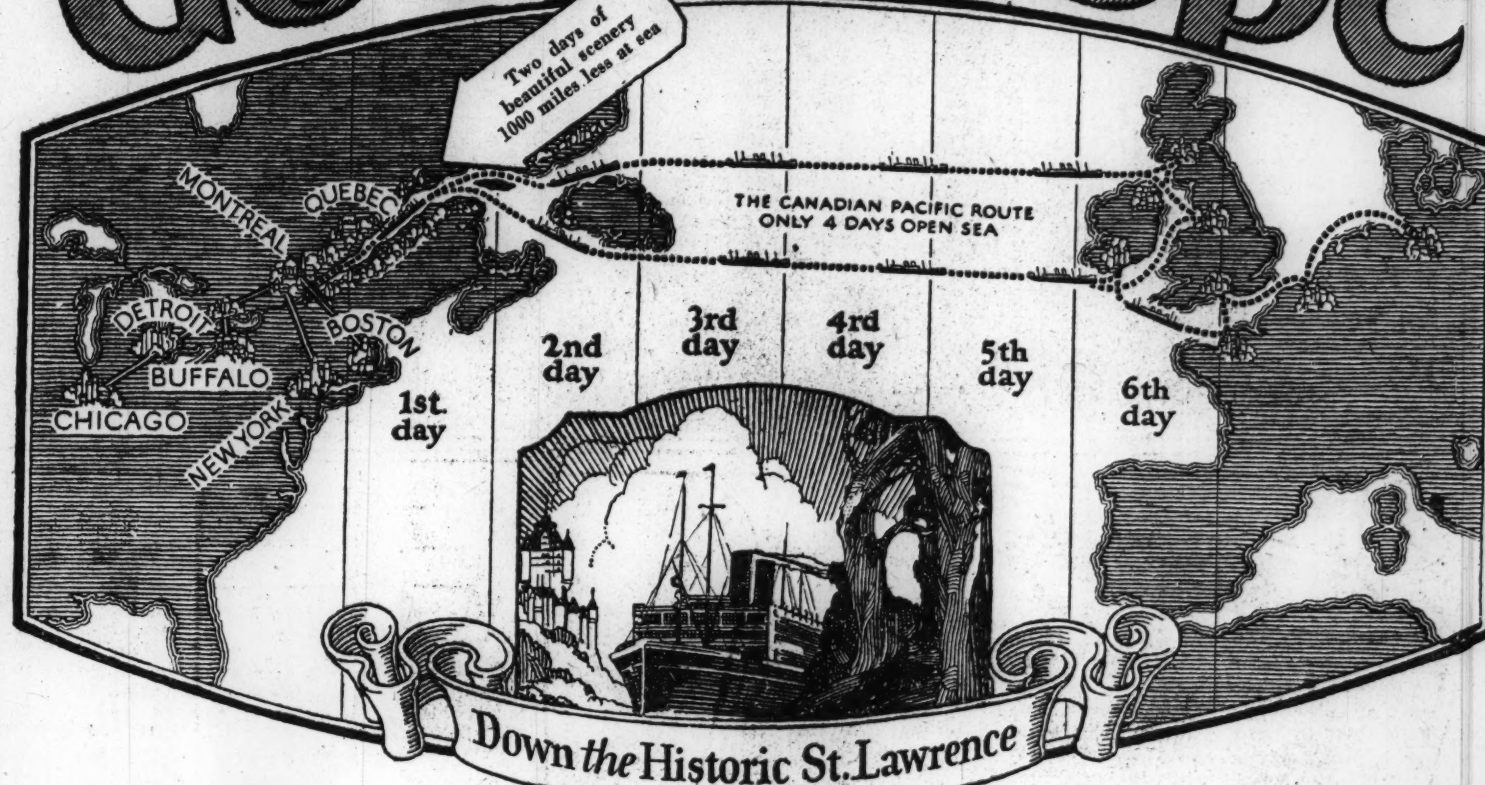
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during the summer months. The Trail begins at Bridgeburg and Niagara Falls, proceeds to Hamilton, and westerly along paved highways through Dundas, Galt, Preston, Kitchener, Waterloo, Stratford and Goderich, along the shores of Lake Huron, Georgian Bay and Lake Simcoe to Lake Ontario, a distance of 560 miles. Splendid roads, good hotels, etc. Write ALGONQUIN TRAIL ASSOCIATION, 60 King E., Kitchener, Ontario, for booklet.



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Weekly sailings to Plymouth, Cherbourg and London. Regular sailings for Liverpool. Cabin class \$145 and up. Third Class East-bound \$85.00. Cherbourg \$90.00 Round Trip \$155. Cherbourg \$162.00.

**TOURIST III CABIN.** To Plymouth, Cherbourg London, June 26, July 10 and August 20. To Liverpool July 2 and July 30. Round trip rates. To British ports \$170.00. Cherbourg \$177.00.

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ONTARIO

ONTARIO

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Here you will find the charm of an old EDINBURGH INN with its quaint Ingie Nooks and glowing hospitality.

BREAKFAST 30 to 75 LUNCHEON 60 to 75 DINNER 1.10 a Carte

THERE IS A FOOD SHOP IN CONNECTION WITH THE HOTEL. TOURISTS ARE A SPECIALTY.



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TWO TOURS

1st Tour 36 days - \$365.00

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Visiting England, Scotland, Belgium and France. Featuring motor coach drives through the beautiful West of England country, also visiting Somerset, Devon and Cornwall.

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# WINNIPEG

The City of Opportunity

From  
a Trading Post  
to a Metropolis  
in Fifty Years

## An Amazing Record of Progress

WINNIPEG, the Capital City of the Province of Manitoba, the centre of the great mineral field of Canada, and Gateway to the Canadian West—the greatest unbroken stretch of wheat producing land in the world.

**Climate** Winnipeg is positively not a City of ice and snow. The climate is particularly conducive to a vigorous people. Spring and Autumn are delightful seasons of moderate temperature and bright sunshine. The Summer is warm, the mercury frequently rising to 90 degrees in the shade, but the warm days are tempered by nights which are cool and comfortable. The long Summer evenings are a most enjoyable feature of the Summer season.

### Beautiful Streets, Boulevards, Parks, Homes, Excellent Hotels

Business blocks, retail stores, banks, etc., comprise the main section of the City.

### Progress, Location and Transportation

Winnipeg has 500 miles of beautiful streets, 134 miles of boulevards, 834 acres of public parks, thousands of beautiful homes, and many splendid hotels providing service and accommodation unexcelled. It is the best equipped hotel centre in Canada. Modern and substantial business blocks, retail stores, banks, etc., comprise the main section of the City.

In 1870 Winnipeg's population consisted of 215 people. In 1873 the Town was incorporated as a City with a population of eighteen hundred and sixty. Once started on its way, the growth of Winnipeg has been one of the marvels of the past half century. Winnipeg today, only fifty-six years old, has grown to a population of 285,490. Winnipeg is located fifty-six miles north of the International Boundary. The City's unique geographical situation has made it one of the greatest transportation centres in America. From Winnipeg diverge lines of two great transcontinental systems, spreading a network of railways across the prairie markets of Manitoba, Saskatchewan, and Alberta. Winnipeg possesses the largest railroad yards in the world owned by a single Company. Manufacturers and wholesalers are assured of rapid distribution of goods. Winnipeg shipped more horses, cattle, and hogs last year than any other livestock centre in Canada.

### Industries, Markets, Shopping, Distribu- tion and Financial Institutions

Winnipeg ranks fourth in Canada as a manufacturing centre. It has an abundance of raw materials, cheap sites, cheap power, plentiful and competent labor. Winnipeg is on the verge of a great manufacturing development, and has many fine openings for new industries. Winnipeg is the principal distributing and shopping centre of Western Canada, and is Canada's third largest banking centre, having sixty-seven branch banks. 1925 clearings were \$2,892,376,615. Winnipeg is the Loan, Mortgage, and Insurance Centre of Western Canada.

### Opportunity

Winnipeg offers to capital seeking investment in factories to individuals or corporations having manufacturing plants and looking for new locations with greater opportunities, a field rich in possibilities. In the five main elements that govern location of industry, i. e., markets, power, labor, raw materials, and transportation, Winnipeg is exceptionally well provided. In the hydro-electric powers of the Winnipeg River, close at hand, the City is assured of abundant supply of electrical energy at low cost. Two giant Hydro Plants, already in operation, are supplying power to manufacturers at the lowest rate in America. Soft water of excellent quality for domestic and manufacturing purposes, the supply of which is practically inexhaustible, is furnished from Shoal Lake through a gravity concrete aqueduct with a capacity of 85,000,000 Imperial Gallons per day. The Province of Manitoba, of which Winnipeg is the centre, is rich in raw materials for manufacturing purposes: the world's standard grains; clays, building stone, copper, gold, gypsum, iron, nickel, peat, salt, sandstone, silver, and other minerals; timber, furs, and fisheries; all awaiting development.

For further particulars write to the Managing Director of the WINNIPEG BOARD OF TRADE, Winnipeg, Manitoba, Canada.

This page contributed by First Church of Christ, Scientist, Winnipeg, in co-operation with Winnipeg Board of Trade.



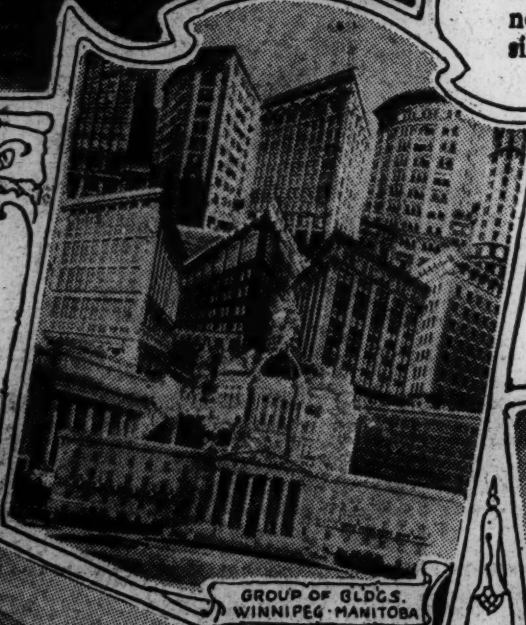
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GROUP OF BLDGS. WINNIPEG-MANITOBA



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WINNIPEG GRAIN EXCHANGE LARGEST CASH WHEAT MARKET IN WORLD



ONE OF WINNIPEG'S MANY BEAUTIFUL RESIDENCES



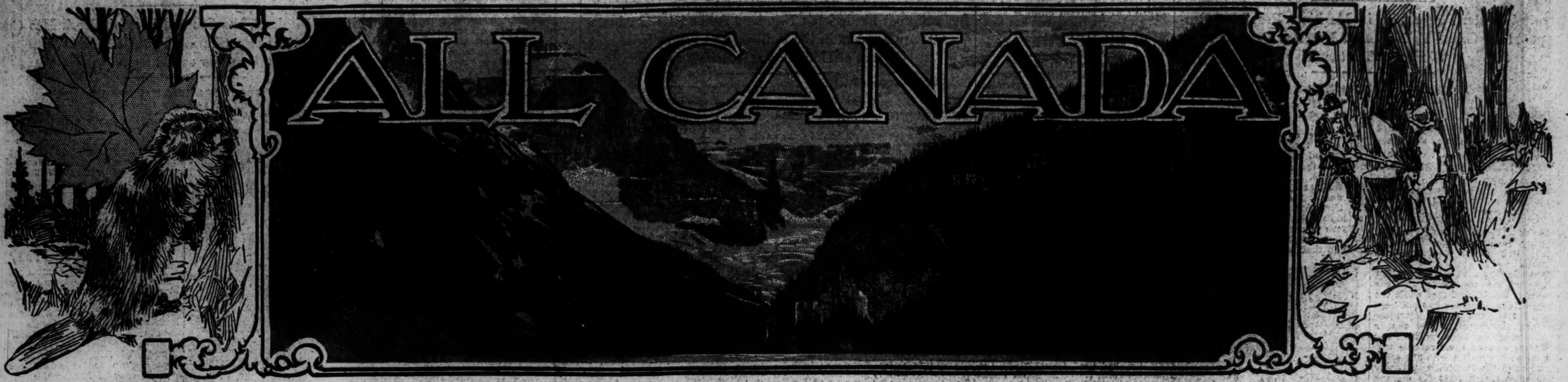
PORTAGE AVENUE



A GLIMPSE OF THE UNION STOCK YARDS



BOSTON, FRIDAY, APRIL 16, 1926



Photograph Courtesy of the Canadian Pacific Railway



Photograph by Canadian National Railway







NOVA SCOTIA'S  
WEALTH HIDDENRiches Are Beneath Surface  
—Picturesque Land Has  
Bountiful ResourcesBy EDGAR M. RHODES  
Premier of Nova Scotia

MANY persons who visit Nova Scotia for the first time arrive here with certain erroneous impressions. They have imagined an austere country of forbidding shores and grey seas. They are pleasantly surprised to find a land of fertile valleys and pine-clad hills, of apple orchards and dahlia gardens, of shining sand beaches and haunts of woodland peace. And when they have absorbed the mellowed beauty of landscapes and seascapes they are the better prepared for a recital of the hidden wealth beneath the surface.

They find that the Province is the storehouse of more gypsum than any other Canadian province. They discover that the coal fields of the Province comprise the only deposit of bituminous coal on the Atlantic seaboard of America. They are impressed with the figures showing the great available forests and fishery wealth of the Province and with the situation of Nova Scotia on the great ocean highway—a situation which makes this Province of international importance.

## Apple Is the Lodestone

What the orange is to California the apple is to Nova Scotia—a lodestone to attract desirable settlers. Less than 20 per cent of our commercial fruit belt has been set out under apple trees and the world is recognizing as never before the value of apple trees and the world is recognizing as never before the value of apple trees and the world is recognizing as never before the value of apple trees.

Nova Scotia has the moisture and the sunshine necessary for success-

## Arms of Nova Scotia



ful animal husbandry. Dairying can be almost indefinitely extended. The home demand is not yet fully met over the entire year, and a large and friendly overseas market exists in Great Britain.

It is believed that the time is now approaching when the great consuming centers of the northeastern United States will also look to Nova Scotia for a portion of their dairy supplies. At least 1,000,000 acres of pasture throughout the Province are admirably adapted to sheep-raising and both coarse and medium wool breeds do well.

A glance at the chart of the North Atlantic fishing areas shows the remarkable position which this Province occupies in the fishing industry. The established food resorts of "ground" fish are within a few hours' sail of our southern ports and the coast line with its numerous headlands, coves and inlets is directly in the path of the annual run of "school fish."

## Forests of Wealth

The forests of Nova Scotia contain at least 30,000,000,000 feet of merchantable material, every stick of which can be floated to tidewater. This resource is estimated to be worth \$450,000,000. Nowhere else in Canada are the soil and climatic conditions quite so well adapted to rapid forest growth. By reason of the heavy precipitation, the woodlands of the Province can be made practically fire-proof. With good driving rivers and ice-free harbors, this Province has enormous advantages over inland regions for the economic marketing of her forest production.

The mineral areas of Nova Scotia are now receiving fresh attention by car-sighted investors. The reserves of coal, if compressed into one mass, would form a six-foot seam 1 1/2 miles wide and 1100 miles long. Thus we have fuel enough not only for our own needs, but also sufficient to supply most of the demands of Ontario and Quebec. A lead deposit in Colchester County is now in process of development. The American Cyanamid Company have purchased zinc properties in Richmond County.

## Great Gypsum Deposits

Plans are also under way for the opening up of an extensive gypsum deposit in Inverness County. It is believed that with the new definition of what really constitutes gold ores one can fairly say that the gold resources of this Province are as yet almost untouched. A large scope for endeavor exists in this resource, as well as in the great areas of gypsum, salt, limestone, commercial clays and oil shales that are known to exist.

To manufacturers, Nova Scotia offers a promising field in the extraction of by-products from coal; in finished products from steel; in by-products of the fishing industry, such as fertilizers, oils and glue; in pulp and paper; in hardwood products; in clay products, and in manufactures subsidiary to the fruit-growing industry. Raw materials from the West Indies and other countries can be laid down by cheap water carriage for manufacturing here at numerous fine harbors.

In these and other directions Nova Scotia possesses special advantages which, if the Province will be given a fair deal in Confederation, will enable it to compete successfully with other countries. The further development of hydroelectric power which is now in progress throughout the Province should materially assist in rendering profitable additional manufacturing enterprises.

## Halifax, Established as a Fort, Has Now Become a Leading Seaport



Halifax is Said to Have Been Established Primarily as a Great and Dominating Fortress. In the Light of Later Years It Has Gained Eminence as a Port Because of Many Economic Advantages.

Prince Edward Island Bears  
Close Resemblance to EnglandCalled by French "The Low and Beautiful Isle," It  
Is Almost Entirely Agricultural—Has Never  
Been Darkened by War

CHARLOTTETOWN, P. E. I. (Special Correspondence) — "Of course you have been on the island?" If this question is ever put to you, you may depend that the man who makes it is from Prince Edward Island. To him there is only one island in the world. When one has visited this "Garden of the Gulf," he too must have that feeling which awakens such a love in its native sons. It is indeed such a fair spot, that it even awakened admiration in the breast of the Indian, and he called it "Abegweit," meaning "cradled in the waves."

With French expressiveness of beauty its first explorers named it "la baffe et belle isle"—low and beautiful island. It is the smallest Province of Canada, not much over 3000 square miles in area; it has the smallest population of any province of the Dominion—less than 100,000. The entire island is given up to agricultural pursuits. In every sense it is a garden, where one passes from farm to farm, and in a day's journey sees almost every variety of agricultural production, field and animal husbandry that is known in the north temperate zones. There are no high hills, no

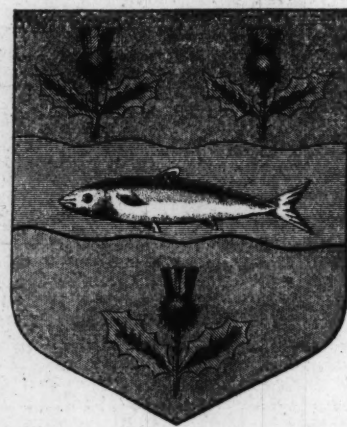
deep valleys. There are very few forests, practically none that could be designated with greater dignity than wood lots, but there are sufficient of them to give a cool, shadowy, refreshing green to the marvelous tapestry of its landscape.

It seems that Prince Edward Island has a little of Kent, Surrey, Sussex, Devon and Cornwall. The intensive cultivation of the island has contributed to give that similarity. There is a slight historical background to this resemblance to England. For many years Prince Edward Island was owned by English and Scottish landlords, and a very unsatisfactory system of absentee landlordism obtained for a number of years. That was long ago corrected, and today there is probably no portion of the Dominion that has a larger number of homes, small farms owned and operated by their occupants.

Unless it was in some far distant day that the early white settlers and the Indians may have clashed for possession of this land, there is no recorded incident of war in its annals. It changed hands by treaty

several times between the French and English; it succored many of the refugees from the Acadian expulsion, and their descendants are there today, contributing to the general progress of the island. In fact, that development had its inception in their arrival there about 1755.

Prince Edward Island is so definitely a land where the external



Arms of Prince Edward Island.

aspects are an index to the inner consciousness of its people that one does not wonder at an "Islander" having an identity among Canadians. They have contributed individuals among nations—Franklin K. Lane came out of the island; so did Dr. Schurman, United States Minister to Peking; so did a chief justice of Canada, Sir Louis Davies; so did Sir

Joseph Pope, Undersecretary of State for Canada, and it was the land which inspired that charming rural romance of young life, "Ann of Green Gables," by Louise Montgomery. But perhaps the most noteworthy incident in all her history is that the island Province of the Dominion was the birthplace of the Canadian Confederation. It was in a room of the Provincial Parliament Buildings in Charlottetown that the vision of a great British Commonwealth, having dominion from sea to sea and from the rivers to the ends of the earth, took form.

Tide and River Water  
in a Mighty Conflict

SAINT JOHN, N. B. (Special Correspondence) — Flowing majestically over a 400-mile course, with its source in the State of Maine, the mighty St. John River, aptly named the "Rhine of America," empties itself into Saint John Harbor on the Bay of Fundy through a narrow gorge barely 200 feet wide and this restricted outlet causes a natural phenomenon unlike any other on earth.

The tremendous rush of billions of tons of water over that long journey battles for supremacy over the tremendous tides in the harbor, touching as high as 30 feet, at the mouth of the gorge. When the tide is down it empties itself with a rush and roar into the harbor but when the tide rises, the sea water comes in quicker than the river water can escape and a reversing falls results.

HALIFAX BUILT  
AS GREAT FORTDesigned by Britain as a  
Powerful Outpost—Rich  
in Historical Interest

HALIFAX (Special Correspondence) — "Halifax was the offspring, not of private enterprise, but of royal authority," to use the words of Francis Parkman. And there is something regal about Halifax today, somewhat, it absorbs from its majestic position, and the beauty of nature's vestments thrown about it.

The city was founded as a naval and military stronghold of British power in order to establish Britain's right to that vast wilderness which fringed upon the Atlantic. Conceived by sagacious New England leaders, Halifax was to be established so that the gains of the Anglo-Saxon race on this continent should be consolidated and a base provided from which to direct such operations. The fortress of Halifax was created as an outpost, an impregnable rampart to New England; a sally port from which sorties could be made upon an invading fleet and the rendezvous for the British Navy in American waters.

## Historical Interest

But that is only one view of Halifax. It is very much the place of first things in Canadian history. It was the first permanent English settlement to be made in what is now Canada. The first Protestant church in Canada, St. Paul's Church of England, built in 1749, the year the city was founded, still stands in excellent preservation. The first undenominational school in Canada was opened in Halifax. The first newspaper in Canada was printed in Halifax in 1751, the Halifax Gazette, and is still published as the official organ of the Provincial Government, and now known as the Royal Gazette. The first representative Assembly in Canada met in Halifax in 1758, and has met every year since as the Provincial Parliament of Nova Scotia. The first public gardens in Canada, opened in 1750, are possessed by the city, and are among the most beautiful horticultural gardens in America.

When one examines these "first things," one learns how deeply rooted are the cultural instincts of the city and the Province. These "first things" were the seed which afterward grew and fruited into that remarkable contribution which Nova Scotia has made to the intellectual, professional, commercial and political life of Canada and to that

of the United States as well. So far had such elements of Nova Scotia life progressed that when the Confederation of the Provinces was consummated, Nova Scotia gave to the young Nation a romantic and thrilling history, a matured experience of statesmanship and a substantial commercial province. The Province gave to the Nation an established system of free education, a progressive form of responsible government, won by constitutional means, and a social and religious structure.

Today the citizens of Halifax are lending their energies and attentions to many diverse activities, principally toward making their city a great commercial port, and a great center of education.

Truro Is Surrounded  
by Fertile Country

TRURO, N. S. (Special Correspondence) — Situated at the head of the tidewaters of the Bay of Fundy, surrounded by fertile country, the center of the railway system of Nova Scotia, within its bounds beautiful Victoria Park, the town of Truro occupies an important position in the Maritime Provinces.

Among its industries are a large hat and cap factory and woolen mills. Because of its geographical position, it is a desirable residential town, many commercial travelers making it their home.

Here's the Way to  
Lighten Cloudy Teeth

—to give them gleaming whiteness

Just remove that  
dingy film — see  
what happens.Dingy teeth are a  
needless handicap  
today. Off-color  
teeth can be re-  
stored to gleaming  
whiteness.

Famous \$100,000  
stars of the movies  
use this new method as a  
"make-up" before going  
on a scene. That is why  
movie smiles are so gleam-  
ingly white.



It is called Pepsodent—a new-type tooth paste that works by removing the dingy film coat from teeth that old-time dentifrices did not clear off successfully. That's why brushing has failed you. Run your tongue across your teeth and you can feel it.

Remove it and you will be pleased at what you see. Discard old ways now. Get Pepsodent at any toilet goods store. Or send for 10-day tube—no charge.

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**Pepsodent**  
The New-Day Quality Dentifrice  
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Name.....  
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Only one tube to a family. 2070

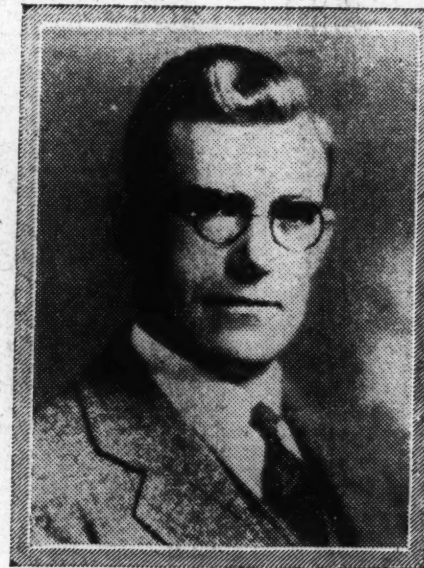
Truth About Buying  
That Every Woman  
Should Know

"A very careful analysis of the comparative values of a number of lines of goods sold both through stores and by canvassers causes me to say that there is absolutely no question but that women who buy from stores receive more for their money."

"Exceedingly plausible sales talks have caused many women to hold the erroneous and costly belief that they can buy more cheaply from agents than from the retail store."

"They are given the impression that goods sold at the door cost less 'because a number of profits are wiped out.' What they are not told is that the commission paid the canvasser is of necessity much larger than the regular profit of the merchant."

"All investigations show, and any woman who will investigate can prove it for herself, that dollar for dollar, the retail store gives the greater value."



ALFRED P. HAAEK, Ph.D.  
One-time Professor of Economics,  
University of Wisconsin and  
University of New Jersey.  
Director of Research, The Simons  
Co.—National Authority  
on Distribution.

Alfred P. Haaek  
Pronounced "Hocky"

THE above quotation by this eminent  
authority on distribution is published  
in the interests of retail merchants every-  
where—and that the public may know  
that money buys more at the retail store.

THE OSBORN MANUFACTURING COMPANY  
CLEVELAND, OHIO

**Osborn  
Brushes**  
Know Them by the Blue Handle

NEVER SOLD FROM DOOR TO DOOR

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Osborn Blue Handle Household and Personal Use Brushes  
regularly advertised in The Christian Science Monitor

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TORONTO MONTREAL OTTAWA VANCOUVER

WOOD, ALEXANDER & JAMES  
HAMILTON

A Marvellous Invention  
for Beautifying Floors

NOW enjoy polished floors of unsurpassed beauty, 365 days in the year! No more struggling with a weighted brush! No need to remove the furniture. Just throw back the edge of rugs. The FINNELL Electric Floor Machine runs under furniture, into the corners, working quietly and powerfully.

The FINNELL does all four things necessary to obtain and maintain beautiful floors. (1) It prepares the surface. (2) It applies the wax. (3) It polishes and (4) It keeps floors polished. It rubs the wax in, does not leave it on the surface to smear or to get slippery.

No need to push it. Just touch the switch and then guide it. It is as easy as running a vacuum sweeper.

Use the FINNELL on linoleum, rubber-tile, cork floors, just as on hardwood. Regular polishing with a FINNELL preserves the newness, renews the resiliency, keeps the pattern fresh and the colors bright.

The FINNELL will refinish floors as easily as it waxes or scrubs. It will remove the old varnish, sand the floor and make ready for a new coat of shellac, varnish or wax. The saving on one such job alone may pay the cost of your FINNELL.

The FINNELL scrubs, too, floors of all kinds, cleaner than you can afford to scrub them by hand.

FINNELL SYSTEM, Inc., Hannibal, Missouri  
Floor Machine Headquarters for 20 years

DUSTBANE PRODUCTS, Limited

Canadian Representative  
OTTAWA — WINNIPEG — VANCOUVER

**FINNELL**  
ELECTRIC FLOOR MACHINE  
It Waxes — It Polishes — It Sands — It Scrubs

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Please send me information about the  
FINNELL Electric Floor Machine.  
☐ For Home ☐ For Business  
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(Check above to indicate information desired.)

My name.....  
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Send Coupon Today for full information.  
Special models for churches, schools, fac-  
tories and large buildings of all kinds.  
If interested in our Agent's proposition  
write for particulars.



View of Quebec, Showing the Plains of Abraham, Dufferin Terrace and the Chateau Frontenac. Beneath Are Seen the Berths for the Big Atlantic Liners

## QUEBEC PROVINCE HABITANT IS INTERESTING FIGURE

Speaks in the Phraseology of a Frenchman of 200 Years Ago—Many Nautical Expressions Used—Language Is Not a Patois

By COL. WILLIAM WOOD  
Author of "The Fight for Canada," "The King's Book of Quebec," and Other Historical Writings

QUEBEC (Special Correspondence)

—Suppose you went to a distant part of the world and heard the people

speaking English as Shakespeare

heard them speak at Warwick Fair.

Would you think that kind of English

very bad? No. Well, if you go about

among the inhabitants of the Province

of Quebec you will hear something

that occasionally reminds an

educated Frenchman of what his

home folks talked in the time of

Molière. Habitant (and even some

French-Canadian) speech is older in

pronunciation than modern Parisian

by about 200 years. There is nothing

strange in this, for older ways live

longest in remote communities;

there is older Portuguese and

Spanish in South America than in

Lisbon and Madrid, and New England

still has some words that are nearer

Shakespeare's than the corresponding

ones are in Old England now.

Another peculiarity that strikes

the modern Frenchman is the daily

use of certain nautical expressions

which, after all, are natural enough

in an old French colony settled from

overseas, dependent on sea powers,

and almost everywhere living beside

a network of navigable waterways.

You must embark into and de-

barquer out of any kind of vehicle

ashore. You must moor your horse

amarrer. The winter snow roads

are marked out by buoys (balises),

and if you miss the channel you'll

founder (caler) and perhaps become

like a regular derelict vessel (de-

gredé).

If you get your car or carriage

merged, your habitant friends say

you have had it refitted (radoué).

A girl rigged out in her Sunday best

is what our seamen would call

"fit to go foreign" (fit à gréger).

And when you and she have made it

up after a lovers' quarrel, you are

said to be re-moored (ramarrés).

Old Military Terms

Some military terms also come

down from the old French days. What

we call our "things," or baggage,

are always called booty (butin)—a

little reminiscence of the French and

Indian Wars. A fur cap is called a

casque, just as it was a real helmet;

and the big round "steamer" on

the winter stoves is known as the

bombe.

So you can read a good deal of

French-Canadian history in living

French-Canadian speech, which is not

only, emphatically not, a broken-down

patois, but a very genuine variant

French of its own peculiar kind. It

is partly old; partly a fusion of sev-

eral local forms (or patois), which

these quite reasonably; while the whole

English-speaking population of North

America outnumber them more than

30 to 1.

Bilingualism Spreading

So of course some penetrative

Anglicisms affect their speech, bi-

lingualism spreads, and both Anglo-

Canadian and American effects

their own in many ways. But on the

L'HABITANT DE LA PROVINCE DE  
QUÉBEC EST UN PERSONNAGE  
INTÉRESSANT

—Supposons que vous alliez dans un

endroit éloigné du monde et que

vous entendiez parler l'anglais que

Shakespeare entendait parler à la

foire de Warwick. Considérez-vous

ce français comme très mauvais?

Non. Eh bien, si vous êtes parmi les

habitants de la Province de Québec,

vous entendriez des choses qui rap-

pelleraient parfois au français ins-

truit des expressions qu'employaient

les gens de son pays aux temps

de Molière. La langue de l'habitant

(et même une partie du français cana-

dien) est parlée avec une pro-

nonciation antérieure au français

parisien moderne d'environ deux

cents ans. Il n'y a rien d'étrange à

cela, car les vieilles coutumes sub-

sistent le plus longtemps dans les

endroits éloignés; le portugais et

l'espagnol de l'Amérique du Sud est

plus ancien que celui de Lisbonne et

de Madrid; et l'on trouve dans la

Nouvelle-Angleterre des mots qui

ressemblent plus au langage de

Shakespeare que les mots correspon-

dants actuellement en usage dans la

Vieille-Angleterre.

Une autre particularité qui frappe

les français modernes est l'usage

journalier de certains termes de

marine, qui, après tout, sont assez

naturels à une ancienne colonie fran-

çaise venue d'outre-mer, dépendante

des puissances maritimes et établie

presque partout sur un réseau de

cours d'eau navigables. On doit

"embarquer" dans toutes sortes de

véhicule et en "débarquer". On doit

"amarrer" son cheval (l'attacher).

En hiver, on jalone les routes en

plant des "balises" (ou bouées), et

l'on ne trouve pas le canal ou "cale"

(échoue), et peut même se trouver

"dégredé" comme un vaisseau aban-

donné.

Si vous faites réparer votre auto

ou votre voiture, vos amis, les habi-

tants, diront que vous l'avez fait

"radouber" (remettre en bon

état). Une fille habillée de ses

mieux vêtements du dimanche est,

comme le diraient nos propres ma-

teots, "bien grée" (en fait d'aller à

la fête). Et lorsque, après une

querelle d'amoureux, vous et elle,

vous êtes réconciliés, on vous dira

que vous êtes "ramarrés" (amarrés

de nouveau).

Anciens Termes Militaires

Certains termes militaires descen-

dent aussi des vieux jours de France.

Ce que nous appelons nos "choses"

(notre bagage) est toujours appelé

le "butin"—ce qui rappelle un peu

les guerres entre les Français et les

Indiens. Une casquette de fourrure

s'appelle un "casque", précisément

comme si c'était une arme armée

pour la tête. Et la grosse bouilloire

rouge qu'on met sur le poêle en hiver

se nomme la "bombe".

De sorte qu'on retrouve une grande

partie de l'histoire canadienne fran-

çaise dans le langage vivant des Cana-

diens Français, qui n'est certaine-

ment pas un patois vulgaire, mais un

rent qu'on leur concédait deux cents

arpents, parce qu'ils avaient vingt-

quatre enfants ou plus. Évidem-

ment cela aurait pu conduire à très

naturellement, ainsi que celui qui

a des dispositions pour les statisti-

ques peut facilement s'en rendre

compte, d'après les documents actuels

et les rapports de recensement. Si,

comme le grand intendant Talon

le souhaitait en 1670, un centième

seulement de la population de la

France était venu au Canada pendant

le dernier tiers du dix-septième siècle

et avait augmenté aussi rapidement

que le petit nombre de ceux qui y

vinrent, il y aurait aujourd'hui plus

de 20,000,000 de Canadiens Français.

Chose plus frappante encore: Si

les Français avaient émigré en aussi

grand nombre que les gens de langue

anglaise et s'étaient multipliés aussi

rapidement que les Canadiens Fran-

çais, ces derniers surpasseraient à

l'heure qu'il est la population en-

tière de tout le Nouveau Monde. Un

peuple qui s'est multiplié (pour ainsi

dire uniquement dans son milieu)

plus de cent fois en un peu plus de

deux cents ans, peut avec raison

nourrir l'espoir d'un avenir canadien

français. Il n'y a certainement pas

en plus de 30,000 émigrants français,

hommes et femmes—plutôt moins—

qui sont devenus les progéniteurs de

3,000,000 de vrais Canadiens Fran-

çais. Qui dira à quel point ces 3,000,

000 pourrout se développer?

Les habitants-fermiers de la Province

de Québec sont, en général,

comme l'épine dorsale de tous les

Canadiens Français; car ce million

est particulièrement en état de résis-

ter fortement à toute assimilation

se retranchant en dedans des limites

de sa race, de sa religion, de sa lan-

gue et de ses lois.

GRAIN HARVEST

LIKE A ROMANCE

Great Prairies Pour Golden

Streams of Grain Into

Ships and Trains

MONTREAL (Special Correspondence)

—Voyagers to Canada in the

golden autumn months meet the

grain movement well out beyond the

Strait of Belle Isle. Deep-laden

tramp steamers come plodding out

into the North Atlantic, weathering

some mighty buffets as they head for

the west, with the first fruits of the

grain harvest. Farther in, past

Anticosti, the grain ships are en-

countered with increasing frequency

until, nearing Quebec, they seem to

come down the St. Lawrence chan-

nel in continuous procession.

Motor claims to export more

grain than any other port in North

America. Certainly the builders of

Canada's transcontinental railways,

and of the navigable channels up to

Montreal, and the canals and grain

terminals above, have left no stone

unturned to keep the grain moving

eastward to Canadian ocean ports.

The transportation system in

Canada is the great engineering

achievement of the Dominion, and,

while many other industries are

served, it is designed primarily to

handle the grain movement. The

railways and canals between the Gulf

of St. Lawrence and the Rocky

Mountains are interwoven with the

wheel crop of the prairie west into

the story of Canadian commercial

prosperity. The flow of Canadian

## Historic Features of Quebec Make It Unique Canadian City

Literary and Historical Society Styled Oldest Learned Body in British Empire Overseas—Souvenirs of Generals Wolfe and Montcalm

QUEBEC (Special Correspondence)—Let us for once avoid the

more insistent guidebook glories of

Quebec, and especially those which

are most commonly megaphoned at

rubbernecking tourists whose main

object is to see the greatest possible

number of the most stridently ad-

vertised stock sights in the short-

est possible time. And having de-

cided upon seeing only that which

really is unique, let us begin by not-

ing down some of those first or last

or only things which have combined

to make Quebec unique; sometimes

unique in Canada alone, sometimes

unique in America, sometimes within

the British Empire, and sometimes even

in the world at large.

Beyond this mere preliminary not-

ice, we cannot go today, because

you can no more tell the story of

Quebec within a single page than

you could compress within a single



## QUEBEC RICH IN RESOURCES

### Asbestos Mine Production Called World Leader—Big Water Power Projects

QUEBEC (Special Correspondence)—The Province of Quebec differs in various particulars from her eight sister Provinces of the Dominion of Canada. First of all, it leads in the history of Canada and of this continent, for Jacques Cartier, in his first voyage, landed in the Province in 1534, and reached Montreal, then called Hochelaga, in 1535. This first discoverer naturally claimed the land for his own Sovereign, the King of France, and so Canada was originally a French outpost and colony.

It continued to belong to the nationality of its discoverer, under different forms of government, until the war between England and France, and it was formally handed over to the former in 1763, under a treaty which provided that the French citizens should not only retain their personal property, but also their religion, language and laws. Hence today, the French language is equally legal with the English, and all public papers have to be issued in both tongues.

The Province of Quebec is first in size, its territory covering 703,653 square miles, extending from the boundary of the United States to Hudson Bay, while only a narrow strip of Labrador, belonging (subject to the decision of the Privy Council in London) to Newfoundland, divides the eastern part from the Atlantic Ocean. This area is 3 1-3 times as large as France.

**Gold on the Increase**  
The natural riches of Quebec are enormous and are known only to a very limited extent.

Quebec may well be proud of its asbestos mines, for it produces 80 per cent of the entire production of the world. In 1924 the value of the output of 208,762 tons was \$6,561,653, and this was a little less than in the preceding year.

Gold had always been found in comparatively small quantities, but within the last two or three years this valuable mineral has been discovered in richer and larger veins. Silver is also produced. Copper is mined in various sections, and in 1924 it yielded a value of \$156,287. Mica, aluminum and other metals are also found, and new discoveries are being constantly made of other minerals.

The value of the forests is already tremendous, and is increasing as new uses for wood are found. They furnish not only labor and goods, but a fine revenue to the Government in the shape of licenses and sales. The total area of forest land is estimated at 138,000,000 acres, of which only 6,000,000 is privately owned. The capital invested in handling and manufacturing wood, including the manufacture of pulp and paper, is \$250,000,000, while no less than 50,000 persons are employed in it. In 1924 there were 19 pulp mills, 15 paper mills and 15 paper and pulp mills. The value of the pulp manufactured in that year was \$44,090,213 and of paper \$62,523,583.

Quebec, with its numerous rivers, streams, lakes and sea coast, certainly should have a prosperous fishing industry. In 1924 nearly \$2,000,000 was received from this source.

**Agriculture Predominates**  
Agriculture had a very early start here, for Champlain and his party, who landed in 1608 to settle on the land, reaped the first harvest in Canada, wheat, rye and vegetables, in the following year, so he is the father of agriculture in this country.

Following his example, the French Canadians are born farmers. It is interesting to wander through the country, and find the old farmhouses, built of solid stone, with sloping roofs to make the snow slide off, with the large family living happily and contentedly in the open country, carting their produce to market, and dressing in the homespun and home-woven wools.

The Provincial Government supplements the grants of the Federal Government to agriculture to promote this basic industry. Such moneys are spent on model farms, special schools, lectures, and other means by which the farmer is taught modern methods. These combined grants amounted last year to \$1,858,271.

The total value of the farm crops in 1924 was over \$139,000,000, while the dairy industry, carefully supervised by officials, produced butter and cheese valued at \$26,527,647.

The mountain ranges which cover a large part of the Province afford

## View of Montreal From the Lookout on Mount Royal



## MONTREAL HOLDS KEY POSITION IN COMMERCE AND INDUSTRY

Has More Than 1,000,000 Population in Metropolitan Area—Leads in Grain Handling and Milling—Has Access to Abundance of Cheap Power

MONTREAL (Special Correspondence)—Montreal, the premier industrial and commercial city of Canada, has within its metropolitan area a population of just over 1,000,000, or three times what it was at the beginning of the century, according to a recent estimate. It is the second French-speaking city of the world, some 600,000 of its citizens claiming French as their mother tongue. Its Jewish population numbers about 100,000, and there are many other races.

Six hundred miles from the mouth of the St. Lawrence, Montreal stands at the head of ocean navigation on that river, and at the foot of the great inland waterways system stretching away to Lake Superior. There is a 30-foot channel all the way to Montreal.

The present port has been established in the last 25 years at a cost of about \$40,000,000, and has been self-sustaining from the beginning. It consists of a series of concrete piers and wharves, with a frontage of nearly 10 miles, double-decked steel sheds, elevators with loading galleries running to the principal berths, an immense modern cold storage plant, 60 miles of harbor railways operated by electricity, and all other necessary paraphernalia of a great port.

**Traffic Increases**  
Every addition to the harbor facilities has been "flowed" by an increase of traffic. Today Montreal handles a good deal of the commerce of the middle western states, as well as Canada; handles more grain than New York, and ranks seventh among the great ports of the world. Its further progress is

assured, not only by its strategic position in relation to water transport, but by a network of railways spreading in all directions. It is headquarters of the Canadian National and Canadian Pacific, and is served by the New York Central, the Rutland, the Central Vermont, and the Delaware & Hudson.

Industrially, the growth of Montreal may be said to date from the opening of the Lachine Canal in 1825. Thereafter it rapidly developed an important flour milling industry, mostly using grain grown in Ontario, and still remains the chief milling center in Canada. This industry has had an important influence upon the economic progress of the city, as well as upon the political and economic history of all Canada. Among its direct outgrowths was the creation of several financial institutions which have since come to play a great rôle in Canadian affairs. With the harnessing of the water powers of Lachine Rapids and the St. Maurice River, manufacturing in Montreal began to expand and today the city produces 50 per cent of the total manufacturing output of the Province of Quebec. Supplied by private companies at what are claimed to be the lowest rates in the world, electric energy has practically displaced coal for industrial power purposes, giving the city a clean atmosphere.

**Early History**  
Coming up the St. Lawrence in 1535, Jacques Cartier found an Indian village called Hochelaga on the river bank with a mountain in the background, which he called Mount Royal. Later Champlain visited the place

and proceeded westward past the rapids above Hochelaga, which the early voyageurs called Lachine, believing that the river led to China. In 1640 the King of France granted Abbe Oller, head of the Order of Sulpicians, the seigneurie of the Island of Montreal, and two years later the Sieur de Maisonneuve landed at the spot now occupied by the Customs House and founded a settlement, called Ville Marie. Intended as a religious colony, it was soon converted into a military outpost to defend New France from the attacks of Iroquois.

Its position soon gave it prominence in the fur trade. After a picturesque history it was surrendered to the British in 1761. During the American Revolution it was occupied by American troops under General Montgomery. It was then a walled town of about a thousand homes. Benjamin Franklin arrived with a printing press, and published a Gazette, intended to persuade the habitants to join the revolution. When the American troops departed the printing press was left behind and a paper called the Gazette had been published ever since.

Its mixture of races and creeds has endowed Montreal with churches and religious edifices of many kinds. The city is also well possessed of cultural institutions. It is the home of McGill and Montreal Universities, and has a branch of Laval University. It has a school of fine arts, a Polytechnic college, as well as technical, commercial and trade schools.

**Red Deer Located**  
in Coal Region

RED DEER, Alta. (Special Correspondence)—Red Deer is a town of 2500 people serving an agricultural dairying district stretching east for 30 miles and west for 60 miles or

more to the timbered and coal yielding foothills of the Rockies. It has a beautiful, parklike situation at the confluence of the Red Deer River and Westkaskap Creek. It is on the Canadian National and Canadian Pacific Railways and is a freight terminal and wholesale distribution point, strongly equipped with public utilities and educational facilities.

**WESTMOUNT A CITY  
OF BEAUTIFUL HOMES**

MONTREAL (Special Correspondence)—Westmount, the little city to which a great number of the English-speaking men who during the day direct with authority the activities of Montreal turn at eventide, lies on a broad plateau under the sunset slope of Mount Royal and above the vast plain crowded with sprawling factories that stretches away to Lachine and Lake St. Louis.

Hardly a suburb, having been engulfed by the growth of the metropolis, it is rather a city of beautiful homes, spacious streets and squares, sylvan parks, public gardens, and abundant playgrounds for children. Industrial establishments are taboo. About the only mechanical

contrivances of Montreal allowed within its portals are street cars, motorbuses, and C. P. R. trains from Windsor Station, which course along the brow of the hill that divides Westmount from the city of the plain. Westmount has always been proud of its civic government, and with reason. Here it is a high honor to serve one's city.

**OLDEST SETTLEMENT**  
HALIFAX (Special Correspondence)—Annapolis Royal, N. S., is the oldest white settlement in North America, north of St. Augustine, Fla.

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opportunities for the development of electricity by the utilization of the numerous falls and rapids. It is estimated that there is 11,640,000 horsepower available for use. Of this 1,308,106 has been harnessed, or a little more than 10 per cent. In 1923 the capital invested was \$162,161,163, and this is being greatly increased.

In this field Quebec can boast of having the second largest dam in the world, the Gouin Dam, at the headwaters of the River St. Maurice, on whose banks are the cities of Grandmère, Shawinigan Falls, and Trois Rivières. This holds back 160,000,000 cubic feet of water, which is only exceeded by the Gatun Dam of the Panama Canal, which holds 153,000,000,000 feet.

Naturally these large water powers encourage local manufacturers. It is valuable as supplanting to a great extent the absence of coal in Quebec. Manufacturing is an important feature of the Province, for in 1923 the capital invested was \$1,009,898,982. This gave employment to 162,622 persons, who received in wages and salaries \$164,358,080, and produced goods to the value of \$511,103,395.

A country with hills such as Quebec with their well-watered valleys is beautiful, and although the Laurentian Mountains in Quebec do not approach the grandeur of the Rockies, yet they have a quiet and restful charm which is attracting visitors in increasing numbers.

**QUEBEC TO HAVE  
CITY CALLED ARVIDA**

Sanction Awaited for Water-Power Development

MONTREAL, Que. (Special Correspondence)—Creation of a new city in Quebec will follow the sanction of the Government of the Province of Quebec for a great water power development undertaken by the Aluminum Company of Canada near that great inland sea, Lake St. John, nearly 200 miles north of Quebec City. This lake has 14 large rivers entering it, and only one leaving it, the River Saguenay, the "River of Mystery," whose deep waters flow past Capes Eternity and Trinity to the St. Lawrence, whose magnificent scenery is admired by countless tourists.

The city will be situated at the Chute au Caron, (or Caron's Falls), below what has long been called the Grand Discharge, and the power will be utilized for the company's own plant and for other purposes. The city's name is Arvida.

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## NATURAL WEALTH OF ONTARIO AUGURS VAST DEVELOPMENT

Agricultural Interests Reach \$1,750,000,000—240,000  
Square Miles of Timberland—Great Paper Industry,  
Gold and Silver Mines

By GEORGE HOWARD FERGUSON  
Prime Minister of Ontario

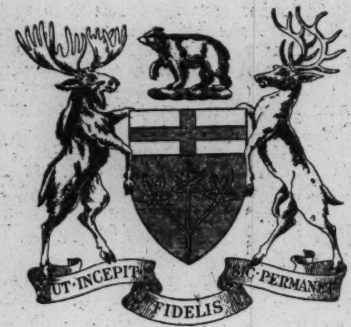
THOSE who are familiar with the Province of Ontario realize that it has reached a turning-point in its history, and is entering upon a period of progress quite unprecedented. This conviction is based on a knowledge of the great natural resources of Ontario, the development already accomplished and the greater developments now assured. Nature has been generous in its gifts to Ontario. We have in this Province, under one local government, territory equal in extent to that of the 14 eastern states of the American Union. The southern portion of this area is in the same latitude as the south of France, and it stretches northward for 1000 miles through orchards, farming, dairying and cattle-raising country, forests and mineral-rich areas, until it reaches salt water at James Bay. From east to west the boundary of Ontario follows the St. Lawrence River and the Great Lakes for 1000 miles, touching on the northern borders of five of the American states. In all this area of over 407,000 square miles, with its population of some 3,000,000 people, there are resources of unknown extent and richness which are now coming into greater demand than ever before.

**Farmer Prosperous**  
Because of the remarkable fertility of its soil, and the vast unoccupied areas, Ontario has exceptional agricultural possibilities. The farmer in this Province, who once worked out a somewhat precarious existence, is now, generally speaking, prosperous and well-to-do. His capital in lands, buildings, implements and live stock has reached the enormous sum of \$1,750,000,000.

It is estimated by the Federal Department of Agriculture that Ontario's farm products in 1925 were worth \$500,000,000 or an increase of \$50,000,000 over the preceding year. While much of this increase is due to better prices, which are likely to continue in the future, a great deal of it is the result of improved methods of production and marketing, rather than increased areas under cultivation.

The farmer of Ontario is looking forward to still better results. He is organizing and co-operating for the development of higher standards and better methods of marketing, which, in the near future, will enormously advance the value of our farm products and the return to agriculture. Moreover, for every acre of land now producing field crops, the Province of Ontario has nearly two acres of excellent fertile land awaiting settlement and cultivation.

**240,000 Square Miles of Woods**  
It is difficult to appraise the potential value of the forests of Ontario, and to forecast the part they will play in the future. Our forestry experts tell us that we have



Arms of Ontario

local market for agricultural products. In addition to this, the transportation of the products of these expanding industries is an increasing source of traffic and revenue to the railways.

Probably the most rapid and spectacular development in Ontario is that which has taken place in the mining field. Thirteen years ago the Province was unknown as a gold-producing country. Since then it has yielded gold to the value of \$154,419,000, and today Ontario ranks third among the gold-producing countries

## SCHOOL NEARS ITS CENTENNIAL

University of Toronto Plans  
Three Big Celebrations  
Next Year

TORONTO, Ont. (Special Correspondence)—In 1927 the University of Toronto will celebrate the one hundredth anniversary of its establishment, the fiftieth anniversary of the beginnings of its faculty of ap-

plid science and engineering, and the twentieth anniversary of the presidency of Sir Robert Falconer. This university, the provincial university of Ontario, is a large and cosmopolitan institution of learning. From every country and district in Ontario, from the other eight provinces of Canada, from the Yukon, from the United States, from China, Japan, Korea, India, Australia, British West Indies, British Guiana and from various other countries, students come to attend some one of its nine faculties.

These comprise arts (including the natural sciences and commerce), applied science and engineering, household science, education, forestry, music, graduate studies and dentistry. There is an enrollment of approximately 5000 students; the department of university extension cares for 2500 more; the affiliated colleges, Ontario Agricultural College, Ontario Veterinary College, Ontario College of Pharmacy, the Toronto Conservatory of Music, which is under the control of the university, has more than 12,000 students.

The total enrollment in all faculties, colleges, and departments, is well over 20,000. It is announced that the university is in touch with the community which it is intended to serve, or more alive to its requirements.

During the 19 years of the presidency of Sir Robert Falconer, who assumed office in 1907, the university has prospered. A Canadian of the third generation, he knows Canada well. Research receives a great deal of attention. At present more than 300 problems having to do with the development of Canada's natural resources are under investigation in the well-equipped laboratories of the university.

## Toronto University Will Celebrate Centennial Next Year



plid science and engineering, and the twentieth anniversary of the presidency of Sir Robert Falconer.

A unique building is Hart House, the gift of the Massey Foundation. In it are the university gymnasium and as a whole it is given up to uniting in a common body the men students of the various colleges and faculties.

During the 19 years of the presidency of Sir Robert Falconer, who assumed office in 1907, the university has prospered. A Canadian of the third generation, he knows Canada well.

Research receives a great deal of attention. At present more than 300 problems having to do with the development of Canada's natural resources are under investigation in the well-equipped laboratories of the university.

The City of Toronto is a center of culture. There is no "town and gown" feeling of separation or aloofness, for the university appreciates the city, and the citizens of the city know where to go to avail themselves of academic facilities. Nowhere is there a university more ready to give freely of its resources to its constituency. Nowhere is there a university more in touch with the community which it is intended to serve, or more alive to its requirements.

During the 19 years of the presidency of Sir Robert Falconer, who assumed office in 1907, the university has prospered. A Canadian of the third generation, he knows Canada well.

## ONTARIO RICH IN MINERALS

Province Produces About  
90 Per Cent of World's  
Nickel Supplies

TORONTO (Special Correspondence)—The three outstanding characteristics of Ontario's mineral industry are its rapid growth; the vast

field has a population today of over 15,000.

The first important discovery of silver made in Ontario was in 1868. It was not until 1903, however, that the important discoveries in the Cobalt district opened one of the greatest silver areas the world has ever known. From 1904 to 1911, the output of silver increased rapidly. In that year the peak of production was reached, when 31,507,791 fine ounces of silver were obtained, the value of which was \$15,953,847.

**90 Per Cent of World's Nickel**  
About 90 per cent of the world's output of nickel comes from the

## ONTARIO FARMS ACHIEVE MERIT

Products, From Live Stock  
to Seeds, Compete in  
World Markets

By JOHN S. MARTIN  
Minister of Agriculture, Province of Ontario

TORONTO (Special Correspondence)—Each year the products of Ontario farms enter into competition with the products of other countries and this is one phase of the international interest which has been developed. Last year in London, at the National Dairy Show, Ontario competed in several classes. In cheese this Province won the first, second and third prizes. In butter, third prize; in honey, first and second; and in eggs, first. These prizes were won in competition with other parts of the Empire.

In the matter of live stock Ontario competes in the leading shows in the United States. At the National Dairy Show Ontario won the prize for the state herd in Holsteins. Apart from this, Ontario entries in Holsteins won the Junior and Grand Champion Female, Junior Champion Male, four firsts and three seconds, as well as several lesser prizes.

At the International Live-Stock Exposition at Chicago Ontario is always a prominent exhibitor, particularly in beef cattle and sheep. Last year Ontario carried off the Junior Championship and Reserve Grand Championship for young bull and heifer, and also five firsts and several lesser prizes in various beef cattle classes. In sheep the first prize and championship of 50 market lambs came to Ontario for the third consecutive year, which is a most remarkable showing. In addition, out of 36 prizes competed for in the leading classes Ontario won 24 firsts and many lesser prizes and also 19 championships. In the fat classes Ontario won nine championships and 25 out of a total of 28 first prizes competed for.

In over 800 cheese factories Ontario produces nearly 100,000,000 pounds of cheese and possibly 95 per cent of this goes into the export markets, particularly of Great Britain. In addition upwards of 60,000,000 pounds of butter are manufactured each year. Condensed milk, powdered milk and casein are manufactured for the markets of Great Britain and the United States.

Ontario has always paid special attention to the production of good breeding stock and has become recognized as the leading province in the Dominion in the production of pure bred stock.

Latterly Ontario has developed a strain of alfalfa seed which in point of hardness is equal to the best available. There has been a material increase in the acreage devoted to this crop during the last few years.

There are approximately 200,000 farms in Ontario, and the annual aggregate value of all the products of these farms is nearly \$500,000,000. There is an excellent system of highways as well as good railway facilities. Agriculture is therefore carried on under favorable conditions.



Ontario's Credit  
Based on  
Tremendous  
Resources

# ONTARIO

Ontario's Bonds  
Secured by  
Enormous  
Income



## Is the Great Land of Promise —Its Obligations Are Amply Secured

The Province of Ontario has almost unlimited natural resources at her command. As yet the development of many of these resources is in its infancy, and they assure a generous future development. Behind her financial indebtedness are assets that dwarf these obligations. A sane and sound financial policy is evidenced in the way these obligations are guarded and restricted. The magnitude of her assets has not induced a policy of unwise expenditure.

More than that, much of the public debt is the result of expenditures that are business producing. The roads policy has, and will continue to be, a means of interesting tourist traffic. Hydro and railroad development are revenue-producing investments.

### Ontario is Showing Encouraging Increases

Latest returns show that the revenues have increased \$6,000,000 over 1924 and \$12,500,000 over 1923. A further and most encouraging feature is that the expenditures of public moneys show a marked reduction. With careful administration and efficient methods, Ontario can go forward with the utmost confidence.

### Ten Billions Estimated Wealth Is Unlimited Insurance

Value of Crown Timbers.....	\$4,797,500,000
Property Assessed by Municipalities.....	\$2,638,000,000
Value of Mineral Wealth.....	\$2,000,000,000
Value of Crown Lands Undeveloped.....	\$230,000,000
Value of Fish, Game and Fur.....	\$200,000,000
Water Powers, Capital Value of 5,000,000 h.p.....	\$150,000,000

Ontario's Bonds Are Safe, Sound, Secure

Ontario is the greatest agricultural Province of the Dominion. Its farm lands are conservatively appraised at \$819,164,297, its live stock at \$324,000,000, farm buildings at \$380,244,880 and farm implements at \$109,896,874.

In manufacturing the Province leads the Dominion with over 15,000 factories. The capital invested in them exceeds \$1,703,454,000 and the annual output is over \$2,010,484,000.

In mining, Ontario is the leading Province of the Dominion. In her forests, fisheries and hydro-electric resources the Province has unlimited assets. These are the sound factors behind a solid development, a development that makes the bonds of the Province gilt-edged securities ranking with the Federal issues in their solidity, worth, and ease with which they can be marketed.

### Items in Ontario's Annual Income

Farming .....	\$ 450,000,000
Manufacturing .....	\$2,000,000,000
Mining .....	\$ 80,000,000
Forestry .....	\$ 90,000,000
Fishing .....	\$ 3,000,000

### Farmers, Miners and Manufacturers

Everything necessary for success—steady, prosperous population; agreeable climate; stable, sympathetic Government; raw materials, power, labour, transportation facilities, markets—is found in Ontario.

## GREAT OPPORTUNITIES AWAIT CAPITAL AND LABOUR

Complete information—maps, statistics and the latest official records—will be furnished gladly by Government departments, on request. Write to

PARLIAMENT BUILDINGS, Queen's Park

TORONTO, ONTARIO



## TORONTO ADDS TO ITS HARBOR

Work Carried on Continuously Since 1912—Much Land Reclaimed

By T. L. CHURCH, M. P.  
Chairman, Toronto Harbor Commission

**TORONTO** (Special Correspondence)—The present Toronto Harbor Commission was constituted by a federal act of Parliament passed on May 19, 1911. The commission is composed of five members, three of whom are appointed by the city of Toronto and two by the Federal Government at Ottawa. "On the incorporation of the commission, the city of Toronto decided to let all the water front properties owned by the city. The land and riparian rights thus transferred, together with those acquired by negotiation and agreement since its incorporation, gives the commission complete ownership of 87 per cent of the entire water front and riparian rights in connection therewith.

The preliminary investigation of the commission commenced in 1912, and the work has been carried on continuously since that date. Some 616 acres of industrial areas have been fully reclaimed and 208 acres partially reclaimed. Also 366 acres of lands have been reclaimed for park purposes.

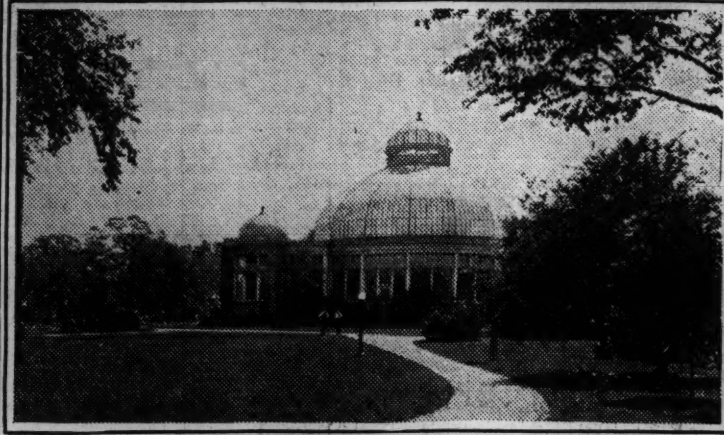
Bordering on the newly reclaimed industrial lands, 44,000 lineal feet of modern concrete wharves have been constructed and in that construction provision has been made that the slips may be ultimately dredged to a 30-foot draft. When the development in both industrial areas is completed there will be available for lease or sale 907 acres of land for industrial and commercial purposes and 900 acres of land for park purposes.

**Main Lead-Sidings**  
In regard to railway facilities on their reclaimed lands, the commissioners own and control all main lead sidings serving their properties. The sidings serving leased properties and connecting with these main leads are constructed under the Standard Railway Siding Agreement.

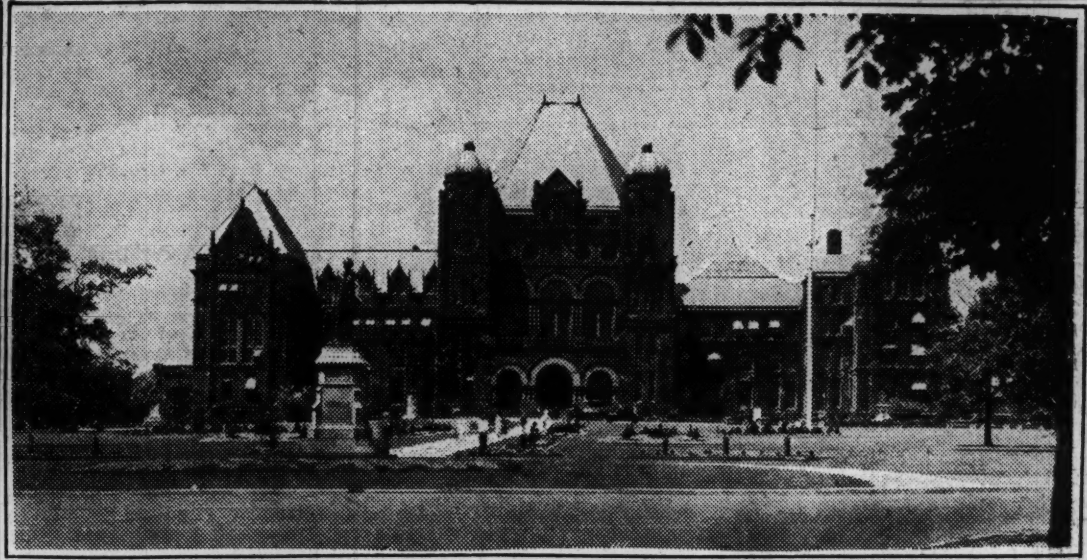
The commissioners' main leads in the central section are connected to all Canadian railways, thus assuring their tenants of a universal railway service free of all inter-switching charges. This dual switching arrangement will apply to all the commissioners' industrial lands on completion of the whole development, and coupled with the wharfage facilities will provide complete coordination of rail and water traffic.

The commissioners' industrial lands are available either for sale or lease. Rentals are based on 5 per cent per annum on the value of the land. Being a city of home owners, Toronto has fewer strikes than any other city of similar size in America. Sixty-three per cent, or practically two out of every three workmen in

## Ships of the World Ply Toronto's Harbor, One of Canada's Main Gateways



Above—View of Toronto From the Harbor. Below (Left)—Allen Gardens, Toronto. Below (Right)—Parliament Buildings for the Province of Ontario.



1906 by means of funds collected by graduates and friends of the university, together with a grant from the Ontario government.

World-wide conventions have frequently met here. Hart House is of Gothic architecture and accommodates approximately 5000.

Another large factor in the educational system of the city is the link of public libraries which stretch from end to end of the city, 18 in number. The chief library which was erected in 1909 was the gift of Andrew Carnegie.

**Collection of Historical Prints**

In this building is located a permanent collection of 3175 historical prints. They were the gift to the city of the late J. Ross Robertson, newspaper proprietor of Toronto. The citizens fully avail themselves of these institutions, for last year 2,400,000 books were borrowed from the various libraries. Boys and girls read 653,000 books, while 225,000 books were consulted in the reference library.

The Toronto Public Library Board operates a boys' and girls' house. Here 23 children's librarians manage special work. Story hours are arranged when educational and historical stories are given. Last year 40,000 children attended these "chats." History clubs, reading clubs, stamp clubs and other clubs with an educational aspect arranged for children are also operated.

With the Royal Ontario Museum, the art galleries, the observatory, headquarters of the Dominion Meteorological Service; and with approximately 300 churches, the religious and educational facilities of Toronto are extensive.

The city believes in public ownership. The street cars are owned and operated by the city, while it is the headquarters of the Ontario Hydroelectric Commission, one of the largest public ownership enterprises in the world. Toronto's bank clearings represented more than one-quarter of the total clearings of the Dominion of Canada.

In 1834 the municipality with a population of 254 was incorporated and named Toronto. William Lyon Mackenzie became the first Mayor. Today Mayor T. Foster presides over a city with a population of 549,429. The figures for Greater Toronto are 670,945.

## BIG EXHIBITION HELD ANNUALLY

Canadian Fair Draws Thousands of Visitors From All Over World

**TORONTO** (Special Correspondence)—The Canadian National Exhibition is generally recognized as the largest annual institution of its kind in the world, and has been a striking success since its inception nearly 50 years ago. Americans are accustomed to link the majority of their annual fairs with agriculture. While agriculture occupies an important place at the Canadian National Exhibition, as is fitting in a country largely agricultural, its development has been mainly along industrial lines following the centennial in Philadelphia in 1876, from which the idea of a fair of the general character of the Canadian National Exhibition originated.

The Canadian National Exhibition is altogether divorced from the idea of government patronage, either from the federal or provincial administrations, and is entirely self-sustaining. Established and owned by the city of Toronto, the directorate is composed not only of representatives of the municipality, but outstanding men in every walk of life in the community, including one ex-officio member of the Ontario Government.

Exhibition Park is valued at \$5,000,000, while the buildings have an additional value of \$6,000,000. Last year's visitors, numbering 1,491,000, equaled approximately one in six of the entire population of Canada, but actually came from about 30 states of the Union, Latin America, Australia, New Zealand, Great Britain and Continental Europe.

Niagara Falls is about three hours from Toronto, so that the great cataract and the Canadian National Exhibition are for thousands of visitors virtually one attraction. While education, not profits, is the fundamental motive of this annual world's fair, gay delights are not overlooked in the display of the Nation's resources. Broad, paved streets, shaded picturesque resting places, excellent catering and a special transportation system to carry patrons over the 300 acres of Exhibition City.

Giving some concept of the place which music, for example, occupies in the programs is the fact that \$50,000 was spent on this feature last year during the 13 days' duration of the exhibition. A similar sum will be spent this year. Perhaps the most outstanding of the musical features is the internationally known Exhibition Chorus—a choir of 2000 trained voices under the direction of Dr. Ficker, leader of the Mendelssohn Choir.

## TORONTO LINKS CIVIC PROGRAM WITH TRADE DEVELOPMENT

Extensive Park System, Attractive Residential Section, Unusual Educational Equipment Among City's Advantages—Population Has Reached 549,429

**TORONTO, Ont.** (Special Correspondence)—Known as the Queen City of the Dominion and as the City of Homes, Toronto, the Indian interpretation of which is place of meeting, lives up to these descriptions.

The numerous natural parks and open spaces with an area of approximately 2000 acres, not including the 21 golf courses in the vicinity, coupled with the fact that Toronto has a 10-mile water front on the shore of Lake Ontario, make its environment one of unusual attractiveness.

Nestled in the heart of the city, with beds of flowers and shade trees extending over 37 acres, is Queen's Park. Here stands the stately Romanesque building, the seat of the Ontario Legislature and the headquarters of the Provincial Government Administration departments.

which supplied the shortest route between Lake Huron and Lake Ontario. Through this route the Six Nation Indians passed during the middle of the seventeenth century to where they are now located on the reservation near Brantford, Ont.

As an industrial center Toronto is one of the most important cities in the Dominion. Through the efforts of the Toronto Harbor Commission, which is spending \$25,000,000 to develop the water front, the city promises to be an important port. Large office buildings are being erected farther north, while the residential section is spreading toward Hamilton in the west, and over north and east.

The Canadian National Railway, which operates into Toronto, has extended its support to a project to provide a storage warehouse, eight stories high, covering 14½ acres, and costing \$7,000,000, which will add considerably to the commercial prestige of the city.

Educationally, Toronto has attained a high place. With affiliated colleges, the University of Toronto is one of the best equipped on this continent. The main building, University College, was completed in 1858. Convocation Hall with a seating capacity of 2000 was erected in

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**LAKE HURON**

**KITCHENER**

**HAMILTON**

**BRANTFORD**

**TORONTO**  
*The Gateway to Ontario*

**LAKE ONTARIO**

**KINGSTON**

**NIAGARA FALLS**

# ONTARIO

## - The Province of Opportunity

**ANADIA'S premier province offers splendid opportunities to the right type of immigrant, tourist and manufacturer.**

In agriculture, Ontario leads all Canadian provinces in value of products. Generally speaking, farming in this Province is of the mixed type. Over 50 per cent of all Canadian dairy farms, and 49 per cent of all Canada's fruit farms, are to be found in Ontario. Of 198,058 farms in Ontario at the census of 1921, 169,000 were owned by their occupants, and a further 9,000 partly so.

In mineral resources, Ontario is said by international experts to be the richest known area of its size in the whole world. The Province contains the world's largest gold mine and the mineral production has grown from \$3 million dollars in 1910 to \$6 million in 1925.

Ontario is also Canada's foremost industrial province. Fifty-eight per cent of the provincial population live in city and urban areas. Ontario's estimated wealth per family is said to be over \$16,000, which is higher than for any country or state in the world.

Living conditions in Ontario compare to advantage with those of any country, state or province. A glorious climate, warmer in winter and cooler in summer than most of the northern states of the United States of America, approximates the ideal. Of the 637,552 homes in Ontario at the census of 1921, 67 per cent were owned by their occupants. No fewer than 470,000 had six or more rooms; 443,842 were fitted with telephones, and over 441,000 have electric light. Tourists frequently remark on the fact that the majority of Ontario homes have good gardens. In all these and many other respects, the homes of Ontario rank far above the average in any other country.

**EDUCATION.** A model educational system provides for the needs of the children in every city, town and village in Ontario; with splendid "consolidated" schools to which the children are conveyed at public expense in the sparsely populated areas. Secondary schools, colleges and universities are located in such positions and under such conditions that the child of the humblest parentage can hope to gain admission. The people of Ontario are justly proud of their

NTARIO, "the playground of the continent" is an ideal recreation area for both residents and tourists. Thousands of lakes and hundreds of rivers provide bathing facilities and beaches; swimming, canoeing, yachting, indeed, all summer pastimes, can be enjoyed for many months each year. During the bright winter months, skating, hockey, and tobogganing take the place of the summer sports in the same areas. Small wonder, then, that Ontario shows such an amazing lead in sports.

In Ontario the tourist, whether travelling by train or motorcar, can find practically every kind of scenery, recreation, and clean sport. Of a total road mileage of over 55,000 miles, over 33,000 miles are of gravel, stone, macadam or concrete, and are excellent for motoring. Well equipped motor tourist camps are provided for the convenience of the motorist. In Ontario, and 140 golf clubs are scattered throughout the Province.

The immigrant will find manifold opportunities awaiting him. The change from an older country, the adaptability so necessary to a newer and more rapidly growing land, may seem to make unusual demands upon the newcomer during the early months; but honest endeavor, coupled with a fervent desire to do right, cannot fail to bring good results. For several years, Ontario has drawn most of its new citizens from the United States and the British Isles.

The manufacturer will find within the Province of Ontario almost every kind of raw material, an abundance of cheap power, a wide variety of factory locations and splendid transportation by road, rail or boat. He will have at his door the most rapidly growing national market of today, and he will find the British Empire market more easily workable from Ontario than almost any other point.

world's record percentage of literate adults, the actual figures being 97.66 per cent. A splendid system of public libraries covers all the larger places, approximately 475 municipalities having a total of 500 libraries which circulated last year 9,800,000 books. Smaller towns and remote villages are served by a system of traveling motor libraries. International experts aver that Ontario outranks other states, provincial areas, and countries in the provision of library facilities.

### TORONTO—The City of Opportunity and the Gateway to Ontario

HE capital city of Ontario is truly a city of beautiful homes, shaded streets, magnificent public parks, and fine natural surroundings. To a population of approximately 550,000 within the city limits, can be added another 200,000 in the immediate suburbs. For several years past, the average number of new buildings added each year has exceeded 12,000. The remarkable growth of the city is indicated by the following figures: In twenty years the value of city land has increased by 484 per cent, and the value of buildings 377 per cent. The population has increased 127 per cent and the income 769 per cent. Since 1910 the postal revenue of the city has increased by 72 per cent, and bank clearings are approximately four times greater now than in 1910. In five years Toronto has added over 70,000 new telephones.

Frequently referred to as a city of Churches, Colleges and Schools, Toronto is a city where the finer things of life are considered of the first importance. Few cities of its size rank higher in musical circles. Its Art Gallery claims a record attendance and Toronto plays an honorable part in the development of the Nation.

**An Offer of Free Service**

With a desire to help both Canada and those readers of The Christian Science Monitor who reside in other countries, THE CHRISTIAN SCIENCE MONITOR COMMITTEE, TORONTO, offers its services to those desiring further information.

So far as is practical, this Committee will be glad to answer any enquiries from prospective immigrants, tourists, or others. Dependable detailed information will be obtained and forwarded without obligation. Lists of all Ontario organizations and business firms, whose advertisements in these pages have made this issue possible, are being prepared and a copy will be sent, upon application, to readers desirous of keeping such a list for reference.

Address your letters to  
**THE CHRISTIAN SCIENCE MONITOR COMMITTEE, TORONTO,**  
 902 FEDERAL BUILDING, TORONTO, CANADA  
 (This space is contributed by the Christian Science Churches of Toronto, Ontario, Canada)



## WINNIPEG, FROM A HAMLET, IS NOW THIRD CITY IN CANADA

Premier of Manitoba Traces Province's Growth From 1870, When It Was a Wilderness, to Its Thriving Present

By JOHN BRACKEN  
Premier of Manitoba

IN 1870, when the Province of Manitoba was established, Winnipeg was a small village containing, in all, 19 log buildings. If an observer with a superhuman range of eyesight could have gone up from that small village in an airplane high enough to have a view across the continent from Lake Superior to the Rocky Mountains, he would have looked down upon a vast wilderness in which human activity had practically made no mark, except in a very few localities. In that whole expanse, which is now western Canada, there was but one place where settlement had passed beyond the stage of the clustering of a few half-breed hunters' families about a trading post.

That was the Red River settlement, on the extreme eastern edge of the vast area of prairie land which stretches ocean-like from the Red River to the Rockies. Fort Garry, the headquarters of the Hudson's Bay Company, and the adjoining village of Winnipeg, were the center of the Red River settlement.

When the visitor to the Manitoba of today has seen Winnipeg, the third largest city in Canada, which within the lifetime of not a few of its inhabitants, has grown from a remote little village to be the great business center of the Province, and Portage la Prairie and the other thriving towns which are centers of business, when he has viewed the wide areas of fertile soil on which progressive agriculture is carried to so high a state of development, there will still be much more for him to see before he can realize the varied resources of Manitoba and its possibilities.

### Hard Red Spring Wheat

Within Manitoba is to be found one of the world's most notable areas of agricultural production. It is not as large as that of the other prairie provinces, but enjoys a heavier rainfall and longer growing season. Until recent years it has been noted chiefly for the amount and quality of its production of hard red spring wheat. At the present time there is being wrought a progressive change in the agriculture of the Province which is placing it on a sounder basis by the increasing development of dairying, the raising of live stock, and by increasing diversification of crops.

There is every prospect that diversified agricultural industry in Manitoba in the coming years will show a development even greater than the extraordinary development of grain production in the last three decades. All the world grows to know Manitoba wheat. Grain growing will, of course, remain for many years the main industry of the prairies, and year after year will continue to create an immense amount of wealth. But so great has been the development of diversified agricultural industry in the oldest of the three prairie provinces that in recent years the value of all the wheat grown has been little more than a third of the total value of the farm and field products of the Province.

### Mixed Farming Increasing

In connection with the rapid advance of Manitoba as a mixed farming province, the facts stand out that the Province leads all the other

provinces in the yield of barley, its oats acreage exceeds its barley acreage, and the acreage in foreign crops increases greatly year by year. Alfalfa and corn have permanent, established places; the extent of sweet clover has increased rapidly in recent years, and amounts this year to a total of 124,000 acres.

As an example of how Manitoba's live-stock industry is growing, it may be mentioned that there are now in the Province 287,000 milking cows, as against 263,000 in 1924 and 221,000 five years ago. Manitoba is fast becoming prominent in the dairy industry. Manitoba creamery butter has been a persistent winner of prizes offered in the larger exhibitions in Canada, from Ottawa to Victoria. Careful attention is being devoted to the maintenance of a high grade of product, and the industry is being built up under the watchful care of thoroughly qualified dairy experts. Better prices are being obtained for dairy products as the result of the improved quality and increased export demand.

### Manitoba's Hinterland

In addition to its great prairie area, Manitoba has its hinterland, a portion of the vast Laurentian plateau, wooded for the most part, traversed by mighty rivers capable of generating hydroelectric power in immense volume, and rich in deposits of gold, silver, copper, lead, zinc, tungsten and other minerals. An outstanding feature of Manitoba's development at the present time is the progress which is being made in the mineralized areas, where the actual work being done, the returns from that work and the increasing number of prospectors going in are arousing wide-spread attention and giving promise of results of great importance.

In the Far North is Hudson Bay, a great inland sea, a natural outlet in the future for the grain and cattle, rich in its fisheries, and with islands of great mineral wealth. The northern lakes in Manitoba yield great supplies of fish, and from the far northern wilds come valuable furs.

The latest census, in 1921, showed that Manitoba had then a population of 610,118, of whom 57 per cent live in the rural parts. The growth of the Province continues steadily. With all the railroad lines of the prairies converging at Winnipeg, this city is the funnel of the grain movement, the headquarters of the grain trade, the center of wholesale distribution, the banking, financial and business capital of western Canada.

### Cheap Hydro Power

Secondary industries are rapidly becoming established in this city, as a result of very cheap hydro power immediately to the northeast, and the very large consuming population in the 900-mile prairie area to the west. The secondary industries are even now producing approximately one-third as much new wealth annually as the chief prairie industry—agriculture.

The assured position of the Province in its great and constantly

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VIRIDEN BOARD OF TRADE

growing annual production of wealth from the soil, from the development of its resources other than agricultural, and from the progress in all lines of business activity throughout the Province, is testified to strikingly by the manner in which the recent refunding issues of Province of Manitoba debentures brought an outstanding price on the money market, among the Canadian issues of the present year.

Manitoba offers to the intelligent and industrious settler on the land the certainty of his making himself independent and prosperous. Mani-



Arms, Province of Manitoba

toba also offers many opportunities for the employment of capital. There is an abundance of cheap hydroelectric power, and there is a constant increase in manufacturing.

A fertile soil, a healthful climate, long summer days, cold, clear winter days of the brightest sunshine, a free and well-to-do people under well administered laws—this is Manitoba. Its history goes back to the early days of adventure and romance in the eighteenth century. Its chief towns stand on the sites of fur-trading forts, established when the King of France claimed dominion over more than half of North America. It was the scene of armed conflict more than 100 years ago, and again of civil conflict a little more than half a century ago, before it developed into the great Province it is. Its history goes back to the early days of adventure and romance in the eighteenth century. Its chief towns stand on the sites of fur-trading forts, established when the King of France claimed dominion over more than half of North America. It was the scene of armed conflict more than 100 years ago, and again of civil conflict a little more than half a century ago, before it developed into the great Province it is.

**Virden Is Important Transportation Center**

VIRIDEN, Manitoba (Special Correspondence)—As the chief town between Brandon and the Saskatchewan boundary, Virden is an important transportation point.

The town is noted for its trees, its lawns and a beautiful park in which the camp is located. Citizens support six churches, a public school, eight rooms, a collegiate institute and an active board of trade. Virden has a fine golf course just outside its limits and tourist camp.

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## WHEAT EXPORTS SET WORLD MARK

Automatic Handling Equipment Speeds Crops to Waiting Trains

By DR. W. C. McKILLICAN  
Dean, Manitoba Agricultural College

WINNIPEG, Man. (Special Correspondence)—On Oct. 12, 1876, the first shipment of wheat from western Canada left Winnipeg. It consisted of 817-6 bushels sold by Higgins & Young, whose billhead announced them to be "Importers of Boots and Shoes, Crockery and Glassware," to Steele Brothers of Toronto at 85 cents per bushel. This was sent out in sacks by Red River boat, and reached by a dealer in boots and shoes. Today western Canada is the greatest wheat exporting country in the world, having grown in 1925 more than 400,000,000 bushels of wheat, which her two great railway systems hauled out at an average rate of over 5,000,000 bushels per day for several weeks.

The first real development of wheat-growing in western Canada came with the building of the Canadian Pacific Railway, which crossed the prairies in 1882-3. Settlement came in from eastern Canada, and Great Britain. The best areas of the eastern part of the prairie region were occupied. The second period of rapid development came after about 1904 or 1905, when extension of railways, both the Canadian Pacific and the newer lines, the Canadian Northern and Grand Trunk Pacific (now fused as the Canadian National), and a great influx from the United States and several countries of Europe pushed settlement north and west and filled up the gaps in the older areas. War and post-war conditions have slowed the onrush of settlement, but there is still much unused land suitable for wheat-growing not yet brought under the plough.

From a very early stage in the history of the growing in western Canada the "bulk" or "elevator" system of handling, common also to corresponding areas in the United States, was used. Compared to the sacking system followed on the Pacific coast of United States, Australia and the wheat-growing countries, it means a great saving in cost. It means that the grain is virtually handled as a liquid. It is elevated by the threshing machine and flows into the wagon, flows into the pit at the local elevator, and is elevated to the storage bin, and so by freight car, terminal elevator and ship to its destination, never receiving any handling by manual labor or enclosure in small containers from sheaf to flour.

The equipment required to handle a wheat crop varying in recent years from 250,000,000 to 440,000,000 bushels of wheat, together with almost equally as great bulk of other grains, is very great indeed. It consists of the rolling stock of the two railway systems, the local elevators for receiving and temporary storage, terminal elevators at strategic interior points and at the lake front.

### Handled With Expedition

During the early years of rapid growth one of the grain complaints of the farmer was congestion of shipping and handling facilities, with piling up of the crop on his hands. However, the railway and grain-handling companies have now caught up with this and the great crop of 1925 was taken off as fast as the farmers were able to deliver it to the initial shipping points. The water front at Port William and Port Arthur is claimed to be the world's greatest shipping port, and the terminal elevator there of the Canadian National Railway System, the world's largest elevator.

All wheat shipped from western Canada is graded by the grain inspection service of the Government of Canada. This system was established at the very beginning of the business. The regulations were codified in the Canada Grain Act of 1912. There is consequently a uniform standard for the whole country and a constant standard from year to year. The uniformity and dependability of the Canadian grading system has done much to establish the reputation and standing of the Canadian wheat on the British and other European markets.

While some of the districts are growing less wheat than they did a few years ago, and are going into mixed farming, they will continue to be wheat producers, growing larger yields on smaller areas. Meantime new acres are constantly being brought into the wheat belt by the abandonment of the settlement and the introduction of earlier maturing varieties. There seems to be good ground for the statement that western Canada will not only maintain her present commanding position in the wheat trade of the world, but will increase her ascendancy.

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## HONOR COURSES ARE EMPHASIZED

Manitoba Educator Compares the Canadian and American Systems

By DR. JAMES A. MacLEAN  
President, University of Manitoba

WINNIPEG, Man. (Special Correspondence)—The University of Manitoba was founded in 1877 and became a provincial university in 1917. It includes faculties of arts and science, medicine, engineering, agriculture and law. It enrolls 2200 students in degree courses and a large number of part time and extension students. In the main its responsibilities in connection with teaching, research and extension work correspond with those of a state university in the United States.

A provincial university, however, differs from a state university chiefly as follows:

1. In Canada a university appropriation as a money bill must be introduced by the Government in the Provincial Legislature; also the duties and powers of the Minister of Education in a Canadian province do not closely resemble the duties and powers of the corresponding official in either the German or the American system.

2. In western Canada, denominational colleges teaching arts are affiliated with the university. Their students write university examinations and receive university degrees.

3. Canadian universities give more place to honor courses, attach more importance to written examinations and measure achievement by definite educational tests and not by time spent under instruction.

4. In Canada education is relegated to the province and the provincial university has no direct relations with the Federal Government.

### School Responsibilities

With these differences the responsibilities of the provincial university and of a state university group themselves in the following relations:

1. The relation to the secondary school. In this field we are beginning to learn that the most important educational question on this continent is the reorganization of secondary education. We believe that the period from the end of the sixth grade to the end of the sophomore year in

the university should be definitely recognized as preparatory work and in course of time relegated to the Junior High School and the Junior College. University work proper would then consist of a three-year honor or general course leading to the bachelor's degree and graduate work. This reorganization would correspond with the life periods of the student, represented by childhood, youth and manhood, and would represent the educational experiences of Great Britain and Continental countries.

2. The relation to the student. In the improvement of teaching and curriculum we are still re-reading and discussing the four great English reports on the teaching of science, of English, of modern languages and of classics, and the corresponding reports in the United States.

3. The relation to research. In research closer co-operation of the departments of pure science, departments of applied science and business and public interests in research problems, engineering, in-

### Duty in Research

the university should be definitely recognized as preparatory work and in course of time relegated to the Junior High School and the Junior College. University work proper would then consist of a three-year honor or general course leading to the bachelor's degree and graduate work. This reorganization would correspond with the life periods of the student, represented by childhood, youth and manhood, and would represent the educational experiences of Great Britain and Continental countries.

4. The relation to the people of the province and adult education. With the assistance of radio it is the aim of the university to develop for extramural students educational services which will be equal in value to services performed for students in residence by universities a generation ago.

In general our relations with Great Britain and our proximity to the United States should enable us to profit by the educational experiences of both countries and this we are endeavoring to do.

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## View of Winnipeg's Business District, Showing Buildings Along Portage Avenue, Which 50 Years Ago Was an Indian Trail

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Trading Post of 200 Population 50 Years Ago Now City of  
285,000—Success Made in Operation of Utilities  
Under Public Ownership

WINNIPEG, Man. (Special Correspondence)—Favored by an unique geographical situation which has made it the gateway to the vast inland empire of the West, the city of Winnipeg has experienced a rise in 50 years from a small Hudson's Bay Company trading post to the position of the leading commercial, financial and railway city of western Canada. In this comparatively short period it has grown from a hamlet of some 200 to a metropolis of 285,000, the third largest city in the Dominion. It forms a wholesale distributing point and is on the way to achieving greater importance in manufacturing.

The city's streets are clean, wide and well lighted. Located here is the new provincial parliament building, costing more than \$8,000,000, and built entirely of native, fossil-stamped limestone.

In many respects Winnipeg's development has been along the same lines as that of the great middle West city of the United States, and it is often referred to as the "Chicago of Canada." It has practically the same advantages as Chicago upon which to base its future growth—location, natural resources, a great market, its ambition is to become a great manufacturing city, and, with the manifold advantages it can offer, it has begun an intensive campaign to attract more industries within its borders.

Winnipeg's strategic location in the heart of the country, and at the mouth of the funnel through which all traffic to and from western Canada must pass, is the principal factor in its remarkable growth. It has made of the city a railroad center of major importance, 27 lines radiating east, west and south to the United States. Dominating the commerce of the entire West, it is the financial center of western Canada and the largest retailing city, with more than 2500 stores.

**Great Power Resources**  
The city has the combined advantages of an abundance of cheap, easily available electric power, a dependable supply of water, splendid railway facilities, and a constantly developing market at its very threshold. Engineers have estimated that the power resources on the Winnipeg River, within 100 miles of the city, are sufficient to supply a population of 2,500,000 persons, and to turn out goods worth a billion dollars annually. Winnipeg's market extends over the four western provinces of Manitoba, Saskatchewan, Alberta and British Columbia.

In 1900, the total value of manufactured products for the entire province was \$13,000,000; in 1924, the value of products manufactured in Winnipeg alone was more than \$135,000,000. At that time, the city had 111 manufacturing establishments, with an annual payroll of \$33,573,858. Public ownership of utilities has had a fair trial in Winnipeg, and has operated with great success. The city operates its own hydroelectric system, and it is said to be one of the outstanding examples of the successful operation of an important

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utility under public ownership. Winnipeg also is one of the largest cities on the continent to adopt the central steam heating plant idea. Winnipeg and parts of seven surrounding towns and municipalities are jointly on the new water supply system, and the city also operates its own water works, and its own asphalt plant. Even the telephone system is publicly-owned, although it is administered by the Provincial, and not the municipal, Government. Winnipeg is said to enjoy a schedule of telephone rates that are among the lowest on the continent.

**Low Power Rates**  
Within easy reach of the city exist natural resources of great potentialities. Chief among these is water power, and the partial development of this resource enables the city to quote power rates as low as 1/2 cent a kilowatt hour for manufacturing, and from 1 to 3 1/2 cents a kilowatt hour for domestic purposes.

The central heating plant is operated as a subsidiary of the municipal hydro system, consuming the latter's off-peak electrical energy and adding to the system's revenue to the extent of about \$75,000 annually. The heating plant was built in 1924 at a cost of \$875,000, and at present supplies service to the downtown district only. It is estimated that its extension to all parts of the city will require five years.

One who visits Winnipeg for the first time, with a preconceived idea of what a prairie city should look like, is likely to be pleasantly disappointed. The city's roominess, its wide, clean streets, are what first impresses the visitor. A look through the residential districts in the various sections of the city will reveal vistas of great natural beauty in which are set substantial, handsome homes. Long lines of streets with towering trees of many kinds, in many places the foliage overhanging the walks and forming a delightful shade in the summer. Parks beautifully kept, affording pleasant retreats from the heat of summer, and safe playgrounds for children.

Winnipeg has 31 parks and squares, distributed throughout the city, with a total acreage of 830. Two of her parks, Assiniboine and Kildonan, are places of great natural beauty and are centers for recreation. The conservatory and palm house in Assiniboine Park, with its beautiful flowers and tropical plants, is one of the city's popular attractions.

Winnipeg has built an efficient educational system and has fine public school buildings. Owing to the cosmopolitan nature of the population, resulting in a large attendance of children of non-English speaking races in the schools, special problems have been faced, and Winnipeg teachers have achieved

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fame in pedagogic circles for their ability in handling these foreign classes. The city has a total of 69 school buildings, including three up-to-date technical schools, the whole having a value of \$9,312,240. There is an enrollment of nearly 41,000 pupils, and the principals and teachers number 972. Special evening classes are held during the winter for those who desire to supplement their education, and 88 teachers are engaged in this work.

As the capital of Manitoba, Winnipeg is the fortunate possessor of the handsome new Provincial Parliament building, which has won the admiration of thousands of visitors from other parts of the world for the beauty of its architecture, decorative work and furnishings. In order to set off the building to greater advantage, the city has commenced the construction of a wide boulevard leading from Portage Avenue, the main thoroughfare, direct to the capitol. Thus, the building will be easily seen from the city's principal business street, and the new boulevard will form a worthy approach to what has been termed one of the most beautiful structures in the world.

Canada's Grain Farmers Operate  
Through Mutual Association

WINNIPEG (Special Correspondence)—Nearly 20 years ago a group of farmers in western Canada, dissatisfied with conditions then prevailing in the grain trade, established a company of their own through which to do their own grain marketing. That company, the first of the farmers' business organizations in western Canada, has grown and flourished so that now United Grain Growers, Ltd., a farmer-owned and controlled, and still dedicated to the interests of farmers, is recognized as one of the important business interests of Canada.

A few facts and figures will serve to indicate the present state of development of this company. It was originally established as the Grain Growers' Company, and the name United Grain Growers, Ltd., was taken in 1917 upon amalgamation with another farmers' company, the Alberta Farmers' Co-operative Elevator Company, Ltd. Thirty-five thousand farmer shareholders now own paid-up capital to the extent of \$2,890,000. The total assets of the company, as given in the last balance sheet, are \$9,764,414. There is a general reserve of \$1,635,282, depreciation reserve of \$1,625,282, and in addition a surplus of \$577,602. Nearly 600,000,000 bushels of farmers' grain have been handled since the company was first formed. Four hundred country elevators are operated in the provinces of Manitoba, Saskatchewan and Alberta, and two terminal elevators with a total capacity in all elevators of 15,000,000 bushels.

Grain exporting is carried on through export offices at Winnipeg and New York. At New York a subsidiary company, the Grain Growers' Export Company, Inc., operates under a New York State charter.

In addition to Canadian grain the Export Company has shipped abroad many bushels of grain from the United States. During the war its facilities were turned over to the Allies for their use, and for a considerable period the New York office was used to purchase all the oats for the Allies on the North American Continent.

Although more than \$2,000,000 have been paid out in dividends to farmer shareholders since the company was inaugurated, in only one year of its history has the company failed to pay a dividend.

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WINNIPEG'S HYDRO-ELECTRIC  
PLANT PROVIDES CHEAP POWER

Since 1911 Rates Have Dropped From 20 Cents Per Kilowatt to as Low as One Cent and Less Under  
Public Ownership

By J. G. GLASSCO  
Manager, Winnipeg's Hydro-Electric System  
WINNIPEG, Man. (Special Correspondence)—Fifty years ago Winnipeg was a frontier town—today it is the leading grain center of the world. This phenomenal advancement has been paralleled in the city's electrical development. Where, 20 years ago, the use of electricity was restricted by prohibitive rates, today the Winnipeg citizen in his work, and his wife in her household tasks, use an abundance of electricity—at rates second to none on the entire Continent.

These rates are not accidental—they are the direct result of the development, by the citizens, of their own hydro-electric system. In these days, when citizen-owned utilities are made the target for concentrated attacks by opposing interests, this enterprise is an outstanding example of the full benefits of power resources being secured to citizens through practical co-operation.

Nature provided a wealth of power in the Winnipeg River, where within 75 miles of the city, are sites capable of producing well over 500,000 horsepower. Oppressed by the prohibitive rates exacted by the private company, and realizing that cheap power was vital to the progress of their city, the citizens acquired, at Pointe du Bois, a site that lent itself to cheap development, used their collective credit to procure cheap money to develop it, and operated the plant to give them "service at cost."

Hydro-power was first delivered in 1911. In 14 years the original plant with its installed capacity of 20,000 horsepower, has expanded to a great system embracing the Pointe du Bois generating station, with a capacity of 100,000 horsepower; the Slave Falls site, where an additional 70,000 horsepower awaits development; duplicate steel-tower transmission lines from the power site to the city; a network of distribution lines, and a central steam plant designed to deliver auxiliary or standby power, and, during the winter months to supply steam to the central heating utility, thereby utilizing the off-peak output of the hydraulic plant.

The history of this system is one of consistent and steady growth; even the war with its years of mounting costs and business depression failed to halt its well-ordered progress. Today, the citizens own, in hydro, a utility worth close to \$22,000,000; a utility that has not cost them \$1 in taxes, but out of its own earnings has paid its way and accumulated reserves exceeding \$5,000,000, or over 30 per cent of the capital cost of its properties. Truly, from this venture in public ownership the citizens of Winnipeg have reaped a golden harvest.

By giving "service at cost," hydro has striven with unremitting diligence to make electricity serve the greatest number of citizens. Prior to 1906 the rates for lighting were 20 cents per kilowatt hour. Today Winnipeg families use electricity for lighting at 2 1/2 cents per kilowatt hour; for heating and cooking at 9-10 of a cent per kilowatt hour; while an electric water heater, operated continuously, costs the average home \$3 per month. Commercial and industrial rates are correspondingly low; a sliding scale of generous discounts bringing the net cost, in some cases, to below 1/4 of a cent per kilowatt hour.

The citizens have responded to each cut in rates by putting electricity to wider use, and hydro, in turn, has directed its attention to developing the use of current rather than to capturing customers from private competitors. The increase has been sure and steady. While the number of customers has grown from 22,000 to 62,000, the current generated has increased seven times, and today the average customer uses two and a half times as much electricity as in 1913.

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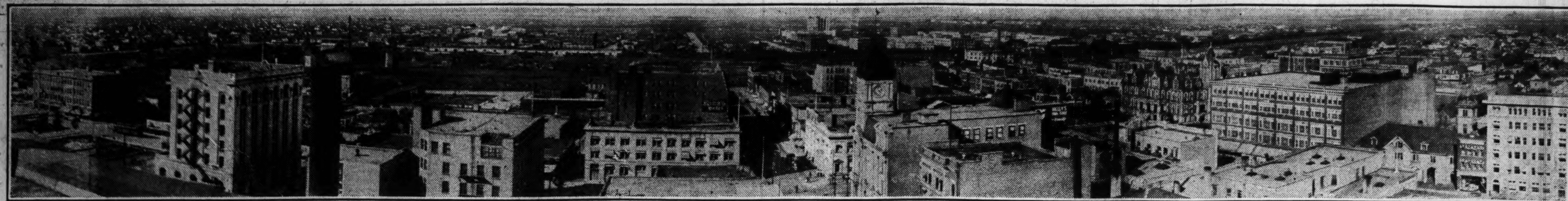
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## SASKATCHEWAN IS NOTED FOR DIVERSIFIED FARMING

Provincial Farmers Own Their Own Elevator Company, the Largest in the World—Wheat Pool Has 71,818 Members

By J. D. GARDINER  
Premier of Saskatchewan

SASKATCHEWAN, central of the three middle western provinces of Canada, is probably the biggest "farm" in the world. Seventy-five per cent of the population of the province live in the rural areas, while the whole population is dependent for its prosperity upon the land.

Saskatchewan occupies an area of 251,700 square miles or 161,088,000 acres. The territory is twice as large as the British Isles and as large as the whole of France, Belgium and Holland put together. The Province is 493 miles wide at the southern boundary, and 277 miles at the northern boundary. From north (sixtieth parallel of latitude) to south (forty-ninth parallel of latitude) is a distance of 761 miles.

Contained within the area are 242,000 square miles of land, and 8892 square miles covered with water. There are 70,000 acres of land suitable for cultivation with 58,000,000 acres available for crop production. The total acreage under cultivation is 27,195,453.

The estimated population of Saskatchewan as of 1925 is 828,600. In 1911 the population was 492,432 which by 1921, when the last official census was taken, had grown to 757,510. There are seven cities, 80 towns, 368 villages and 801 rural municipalities as well as 13 local improvement districts.

Over 100,000 Farms  
Essentially agricultural, Saskatchewan has approximately 118,426 farms in operation with an average acreage of 320 acres and average tillage acreage of 200 acres per farm. The gross agricultural wealth of the Province is estimated to be \$1,632,473,000, which includes buildings, land, live stock and production. In the matter of value of lands, implements and machinery, Saskatchewan holds premier place in Canada.

Grain production, necessarily, is of outstanding interest, as far as Saskatchewan is concerned. The enormous amount of 216,651,000 bushels of wheat is the average yearly production over the five years 1921-25, while other grains give an average yearly production in the same period as follows: oats 172,312,000 bushels; barley, 15,023,787 bushels; rye, 9,926,265 bushels; flax, 1,549,949 bushels.

In 1925 the records show 1,177,599 horses and mules in the Province, 496,502 cows (milk), 1,052,909 cattle of other kinds, 131,353 sheep and 410,973 swine. The rapid development of diversified farming is shown by the great increase in the acreage of fodder crops grown. No less than

380,500 acres were sown to hay, clover with a yield of 635,000 tons in 1925, alfalfa had 5,417 acres sown with a yield of 13,000 tons. Mixed grains had 30,077 acres sown, the yield being 602,000 tons. Fodder corn with an acreage of 54,111 yielded 230,000 tons while roots yielded 427,000 hundred weight from 4826 acres.

By-Products Valued at \$34,000,000  
In terms of dollars and cents, the value of what might be called the by-products of the farm and fields in 1925 is interesting: poultry and products valued at \$10,002,309; garden products, \$2,000,000; game and furs, \$1,804,000; wool clip, \$148,000; dairy products, \$20,940,730.

Great strides have been made in dairy production in the last few years, and in 1925 the figures are particularly striking. No less than 15,946,220 pounds of creamery butter were turned out, the output having increased 141.9 per cent since 1920.

Two great agricultural institutions of the province, each owned, operated, and controlled by the farmers themselves, are deserving of attention. The Saskatchewan Co-operative Elevator Company Limited, is the largest grain handling concern in the world. This organization owns 450 elevators with a capacity of 16,000,000 bushels.

The Saskatchewan Co-operative Creameries, Limited, also owned and controlled by the farmers of the province, is another large agricultural institution. Out of 70 creameries operating in the province in 1924, the organization operated 26, with about 30,000 patrons. The organization also operates seven cold storage plants.

Co-operative Enterprises  
In the direction of co-operative enterprises, there were in Saskatchewan in 1924, 304 local co-operative associations reporting to the Government, with a membership of 14,663. The total sales for the year were reported as reaching \$3,563,066. A development of the last two years is the Wheat Pool, officially known under the style and title of the Saskatchewan Wheat Producers Ltd. Membership in the pool at the present time totals 71,818, representing an acreage of 9,568,450, or 73 per cent of the total wheat acreage. There are now 85 pool-owned elevators in the Province and during the first year of its

operation the pool handled 51,000,000 bushels of wheat.  
Saskatchewan's educational system has been highly commended by educational authorities. There are 4679 school districts in the Province, of which 24 are separate schools, 40 are consolidated school districts, 24 secondary schools and one university. The total enrollment in the primary schools in 1925 was 197,307. The total

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Province of Saskatchewan  
enrollment in the high schools and collegiate institutes was 6947. There are 47 school inspectors. Traveling school nurses are attached to the hygiene branch of the Department of Education.

Highways and Telephones  
Saskatchewan boasts a splendid highway system. There are 210,000 miles of road allowance, 25,000 miles of market roads, 7000 miles of provincial highways under construction with 2000 miles completed. In addition there are 45 free government ferries.

One telephone to 3.34 persons is the telephone record of Saskatchewan. The total number of subscribers is 99,323, including private installations. The pole mileage is recorded to be 65,048 and the wire mileage 235,582. City and long-distance telephone systems are owned and operated by the Provincial Government, the balance by rural telephone companies which are controlled and supervised by the Government.

There are 7031 miles of steam railway in the Province today, as compared with 1351 in 1905. There is one mile of railroad for every 117 people.

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## WHEAT POOLS' CO-OPERATIVE MARKETING BENEFITS FARMER

Growers' Organizations in Alberta, Manitoba and Saskatchewan Combine in Central Selling Agency—125,000 Members Control 14,000,000 Acres

By A. J. McPHAIL  
President, Canadian Co-operative Wheat Producers and Saskatchewan Co-operative Wheat Producers

REGINA, Sask. (Special Correspondence)—The Canadian Co-operative Wheat Producers, better known as the Wheat Pool, is a co-ordinated agency, the component parts of which are the Alberta, Manitoba and Saskatchewan wheat pools. Each of the three provincial pools are autonomous organizations.

The members of the pools in each province are under a five-year contract to deliver to the pool all the wheat they grow and control, with the exception of seed and feed. Each province has its own organization and board of directors, which deals directly with its members, looks after all such matters as collecting the grain, warehousing, settlements for grain, publicity, and generally keeping in as close touch with the farmers as possible.

As stated above, the individual growers are under contract to deliver their wheat to the provincial organization. The provincial organization in turn is under contract to deliver all the wheat in its possession to the Canadian Co-operative Wheat Producers. Under this arrangement the danger of competition arising between the provincial pools in selling wheat is completely eliminated. It has been the policy of the pool to build up its own direct export connections as quickly as possible. In that the pool has been very successful, in view of the fact that it has been operating as a Canadian pool only a little over a year and a half. It now has representatives in nearly all wheat-importing countries.

The Canadian wheat pools marketed 81,000,000 bushels of the 1924 wheat crop, or nearly 50 per cent of the total deliveries from the western provinces. An initial payment of \$1 a bushel on the basis of No. 1 wheat at Fort William was paid each farmer when he delivered his wheat. An interim payment of 35 cents a bushel was paid the first of March, 1925. In July, just before harvest, another interim payment of 20 cents was made, and a final payment of 11 cents in August, making a total payment per bushel of \$1.66 for No. 1 grade at Fort William.

The best evidence of the manner in which the results of the operations of the pool were regarded for the crop year 1924, is the very substantial increase in membership and acreage secured by all the pools during the summer of 1925. A year ago the combined membership in the three provinces was 91,000 with an acreage of approximately 10,500,000. This year the membership is 125,000, representing approximately 14,000,000 acres in wheat and coarse grains. While it is not known yet how much grain will be handled this year, a conservative estimate would be 185,000,000 bushels of wheat, and 20,000,000 coarse grains.

Administrative expenses amounted to less than 1 cent per bushel. With a very greatly increased volume this year it is anticipated the overhead will be less than last year. Under the terms of the growers' contract the provincial pools are authorized to deduct 2 cents per bushel for the purpose of acquiring warehousing facilities and 1 cent per bushel for commercial reserve. The policy regarding warehousing is under the control of each province.

Each province has already embarked on a program of gradually getting control of the facilities through which pool grain will be handled. Over 100 country elevators are now owned by the three pools. Terminals are controlled by the central selling agency. The pool has now under its control at Fort William terminals with a storage capacity of 2,500,000 bushels.

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## Capital of Saskatchewan Is Center of Important Co-operative Organizations

REGINA, Sask. (Special Correspondence)—Regina, the capital of Saskatchewan, is a neat, compact, prosperous city of about 40,000 population. Like most of the new cities in this new country, it has no slums and no "millionaires' row." The city is beautifully treed, the lawns and grounds are well kept. A shallow creek has been dammed up and beautified by trees and parks, forming a lake, with magnificent legislative buildings and grounds occupying one shore.

The end of the steel on the Canadian Pacific Railway in 1882 was Wascana Creek and the company decided to build a town at this point. First a tent town, it passed through the usual processes of shack village, small town, boom city, business center, until today it has settled down to steady growth. This year's building program of about \$4,000,000, which includes the \$1,000,000 200-room Canadian Pacific hotel, indicates another era of building activity.

Regina is 357 miles west of Winnipeg, on the main lines of both the Canadian Pacific and Canadian National systems. There are over 150 wholesale houses located here, three of the leading Canadian banks having head offices for the Province in Regina, while many financial and loan companies maintain divisional offices.

The city is the center of the great co-operative movement in western Canada, including the head office of the Saskatchewan Wheat Pool, the Saskatchewan Co-operative Elevator Company, the Saskatchewan Co-operative Creameries, and several other co-operative institutions.

Saskatchewan governments have been watching expenditures closely the past few years and have been accused of extravagance in only one particular: the amount of money expended on education. This sum is very large, nearly \$3,500,000 being expended annually by the Government and more than \$1,000,000 raised in local taxation for public school purposes. While the provincial university is located at Saskatoon, Regina is an important educational center with three colleges. A new Lutheran college is being opened this year.

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## ALBERTA'S VAST RESOURCES STILL AWAIT DEVELOPMENT

Pastoral Farming Gives Way to Intensified Methods—  
Agriculture, Dairy, Coal and Manufactures  
Show Great Growth

By GEORGE HOADLEY  
Minister of Agriculture for Alberta

THE Province of Alberta comes of age this year. The twenty-first anniversary of its creation as a province will be celebrated in September. Twenty-one years is a short span of time in the history of any country, but it is no exaggeration to say that the remarkable expansion and progress which has taken place within Alberta in those short 21 years has furnished one of the most absorbing chapters of the history of Canadian development. What more fitting time to review the extent of this development and to comment on the possibilities of the future than upon the occasion of our twenty-first anniversary?

Endowed by nature with great natural beauty and attractiveness, this newest member of the Canadian family possesses great potential wealth, whose possibilities have hardly yet been touched.

The land resources of Alberta are a revelation to the newcomer with respect to the great number of branches of farm land enterprises that may with profit be undertaken, including open pastoral work, small ranching, pure grain farming, mixed farming, dairying, pure-bred stock raising and irrigation.

Though agriculture in Alberta really had its beginnings in the early activities of those who clustered in the settlements about the Hudson's Bay posts, the industry of agriculture received no concentrated attention until the 1870's, when ranchers from Britain and the United States, attracted by the nutritive prairie grasses and fine climate, gave a start to the ranching industry, which ran an undisturbed course for nearly 30 years, until it was to a large extent replaced by the wheat producer and mixed farmer and irrigator of recent years.

**Intensified Farming**  
The pure pastoral stage of farming gave way to the more intensified type when the first beginnings of irrigation projects were commenced in the southern part of the province, and a few years later, when the homesteaders came in and rapidly filled up large sections of the open prairie spaces. From this period onward the advance of agriculture has been steady, with the settlement moving more rapidly northward as the years passed.

A rapid review of the progress of the province in various spheres of development reveals that our total area in all classes of agricultural crops has grown from 600,000 acres to 11,000,000 acres in the 21 years of our existence as a state; that the total value of all our agricultural production has grown from \$20,000,000 to over \$250,000,000; that our dairy products, totaling in value only \$1,000,000 in 1905, now reach an annual total of \$23,000,000; that our coal production, for which Alberta is famous, has grown from 931,000 tons to 6,000,000 tons; that our railway mileage has been enlarged from 1000 miles to 4500 miles; that our manufactures have grown in total value from \$4,900,000 to \$66,700,000, and that our population has grown from 200,000 to 640,000.

**Quality Given First Attention**  
Rapid as has been the general development in agriculture, as the most outstanding industry, the quality of product has had first attention. It is for this reason that Alberta has found a place in the front rank of producers of high quality grains and live stock. Evidence of this has come in the prominent place that Alberta has found in the prize winners of the international exhibition at Chicago, where for two years in succession Alberta captured more than 40 prizes and several championships in seed grains, and important prizes also in live stock.

The permanency of our development in agriculture is amply evidenced by the growth of the dairy industry, for which Alberta is particularly well adapted. In 21 years our production of creamery butter has grown from 800,000 pounds to more than 20,000,000 pounds. Through the medium of government grading services, the quality has been kept at a high standard, and today Alberta butter finds a ready market in Great Britain and the Orient. The province last year exported more butter to foreign markets than was produced altogether 12 years ago.

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Arms of Alberta

logical and desired outcome of this has been the establishment of large co-operative marketing organizations by the farmers themselves, first, the wheat pool, then later the pools for the handling of dairy products, live stock and poultry. A sound system of co-operative credits is now being considered as the next logical step. The development of the co-operative spirit has been strong, and is confidently expected to develop along other lines equally as beneficial to the general welfare of the people.

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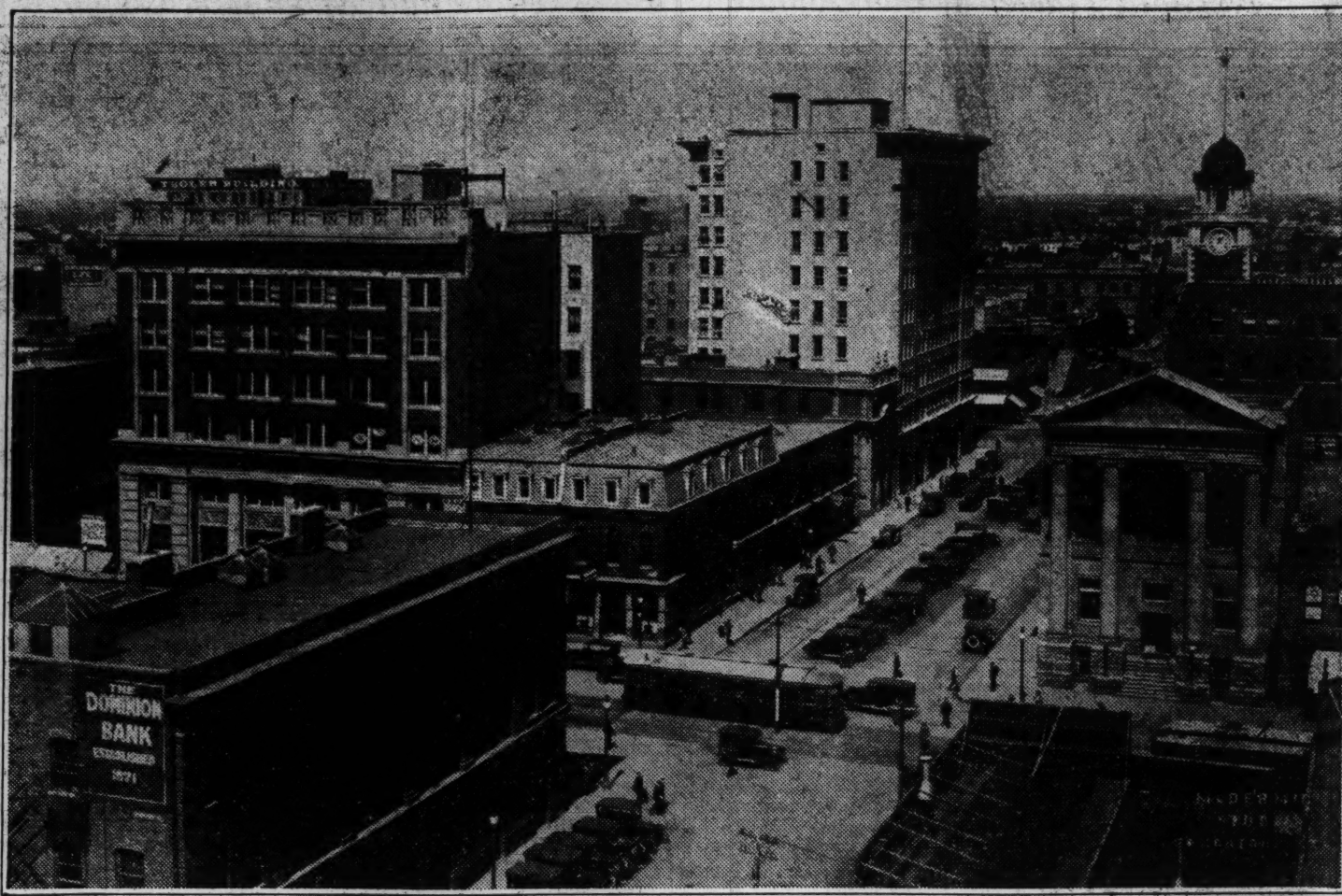
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## Edmonton, the Seat of Government of Alberta



ONCE A SETTLEMENT ON THE BANKS OF A RIVER

## CAPITAL CITY OF ALBERTA RICH IN NATURAL RESOURCES

EDMONTON, Alta. (Special Correspondence)—Edmonton, the capital of Alberta, is situated picturesquely on the high wooded embankments above the winding beauty of the Saskatchewan River. It is from these heights that the Parliament buildings, an impressive dome-crowned pile of grey stone, look down upon the site where, in 1807, the Hudson's Bay Company erected their post, "Fort Edmonton" and so established trading relations with the Indians. That from this beginning, the little settlement on the river bank has been steadily progressing, is shown by the last census which places the present population of Edmonton at 65,385.

In this city the spirit of foresight and ambition for the future is evidenced in the wide paved streets of the business section, the well laid out wholesale district, in the tree-shaded boulevards of the residential parts, the 8.0 acres of parks within the city limits and in the sound financial standing of the public utilities. The street railway with its 54 miles of track, the light and power, the automatic telephone system with

14,000 connections, and the water and sewer systems are all municipally owned and operated. There are 11 lines of railway which radiate out from the city.

The fuel problem is assuredly no problem at all to the inhabitants of the capital city, situated as it is in the center of a vast coal area. Indeed, the city itself is underlain by immense coal seams, while within a radius of 50 miles there are some 45 coal mines in operation, with an annual output of approximately 1,500,000 tons. Edmonton housewives are enabled to do their cooking and to heat their houses with natural gas. Because of this abundant supply of cheap fuel and power the city is particularly well adapted for the establishment of industries. There are great resources of raw material to be drawn from the surrounding country—grain for milling in the grist mills, lumber for the sawmills, crude oil from the Wainwright oil field for the refineries and an unexcelled mixed farming area, from which to draw stock for the three packing plants employing some 800 hands.

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Important Packing Plants.  
D. MITCHELL, Commissioner  
The Edmonton City Dairy has largest output of Butter in Canada.  
Large Stockyards; turnover \$6,000,000.  
Unlimited supply of Coal.  
Natural Gas.  
Census population 65,378.  
Shipping point for great northern fur trade.  
Excellent Golf Links.  
City-owned and operated Public Utilities—Net surplus 1925, \$377,873.24.  
K. A. BLATCHFORD, Mayor

and the stockyards through which passed 280,000 hogs and 105,000 cattle in 1925.

Dairying has grown to such an extent in the Edmonton district that the six creameries operating in the city have established rapidly increasing markets for their excellent butter in Great Britain, France, Belgium, Japan and the United States. It was better from an Edmonton creamery that won the gold medal at the Dairy Show in London, Eng., in 1925, in competition with the whole British Empire. The last federal census placed the annual output of goods manufactured in the 120 factories now established in Edmonton at \$32,000,000.

The summer months here are marked by almost incredibly long days of sunlight, while the abundance of rainfall in the spring and early summer makes for the luxuriant growth in the vegetable and flower gardens throughout the city.

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## TELEPHONE LINES CONNECT REMOTE FARMS IN PRAIRIES

Second Only to Great Railway Systems, the Telephone  
Has Done More Than Any Other Single Factor to  
Assist in the Land Development of the West

By VERNOR W. SMITH

Minister of Railways and Telephones, Province of Alberta

EDMONTON, Alta. (Special Correspondence)—In 1905 two new provinces were added to the Dominion of Canada when it was decided to subdivide the northwest territories and create Saskatchewan and Alberta. The new provinces early in their autonomy decided that the corporation providing telephone service was not expanding rapidly enough to keep step with the swift growth and development of the new west.

During the period 1906 to 1908 all three provinces entered the telephone field, Alberta leading the way in 1906, at first in competition with the Bell Company and later absorbing its plant and followed by Manitoba and Saskatchewan, which entered the field by purchase of the Bell interests in the two provinces.

The experiment in public ownership was not lightly undertaken at the time, but the records show that even the most enthusiastic proponents of public ownership failed to grasp the possibilities for future expansion of telephone systems.

**Farm Telephones**  
In Alberta and Manitoba the provincial systems own all the farm telephones except a handful of small local companies. The Saskatchewan Government adopted a different policy, and here the farmer groups build their own plants on bonds guaranteed by the Government and safeguarded by regulation in the usual arrangements of long-term financing.

There can be little question that, second only to the great railway systems, the rural telephone has done more than any other single factor to assist in the land settlement of the west. Coupled with the rural system a first-class long-distance service has been developed, and it is a remote homestead indeed that is beyond the network of telephone wires connecting the communities of the prairie.

All three systems have been exceedingly active, not only in development to keep step with the growth of the country, but in supplying the most up-to-date telephone service. As new utilities they were never burdened with obsolete equipment, and the result is an exhibition in the three provinces of the latest and best telephone communication.

**Automatic Service**  
Automatic telephones are in use in Winnipeg, Portage, La Prairie and Brandon in Manitoba; in Regina, Saskatoon and Moose Jaw in Saskatchewan and in Calgary, Lethbridge and Medicine Hat in Alberta. A similar service is also furnished by Edmonton, the capital city of Alberta, where the system is owned and operated by the city itself as distinct from the provincial system. Direct connection by long distance is maintained between the three provinces, and Alberta recently instituted a complete long distance connection with all points in the United States and Canada, being the first of the three prairie provinces to offer a complete continent-wide service to subscribers.

The telephone system in Alberta is one of the most up-to-date for its size of any on the continent. Serving over 55,000 stations with connection to 15,000 more in the cities of Edmonton and Banff, there is no center of any size which is not well served locally and connected to its neighbors everywhere.

Nor has Alberta been negligent of the future. Careful development plans have been made and the exchange and line plant is such as to permit of easy expansion at minimum cost.

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COAL—largest coal resources of any similar area in the world. Alberta has 14 per cent of the world's coal reserves; 72 per cent of British empire coal reserves and 87 per cent of Canada's reserves.  
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## BRITISH COLUMBIAN PREMIER TELLS OF PROVINCE'S RICHES

Its Natural Resources Include Fertile Lands, Mineral Wealth, Fisheries, Vast Timber Limits and Inexhaustible Water Power

By JOHN OLIVER  
Premier of British Columbia

FUTURE greatness is written, large and unmistakable, across Canada's farthest west—that vast territory which starts at the rugged line of the Rockies and ends on the wooded shores of the Pacific. With everything that builds wealth, strength and happiness for a people, British Columbia has been lavishly endowed. Natural riches of almost every kind—forests, minerals, agricultural lands, fisheries, water powers—are crammed within its boundaries, and scenic beauty on a grand scale is everywhere, in its towering mountains, in its vast, untrodden forests, in its broad rivers and in the long waterways of its fretted coast line.

British Columbia's unpeopled vastness can be understood only by those who have seen it.

Figures on things so large mean little. To say that British Columbia has an area of 372,630 square miles conveys a poor idea of its magnitude. But it is an empire of sparse population. British Columbia has but 600,000 people, or 1.41 to the square mile. The average population of all Canada, small as it is, amounts to twice the British Columbia figure, while the four neighboring states to the south have an average settlement of 7.36 to the square mile.

Only half a century back, adventurers came to British Columbia to pan gold from its creeks. Now some of the greatest mines in existence flourish upon its ore. Within living memory a few logs were dragged out of the coast forests by teams of oxen. In recent years the Province's lumber industry has stretched to the four corners of the world.

### Broad Valley Lands

British Columbia has been called "a sea of mountains." A glance at the progress made by its people in the last quarter of a century shows the falsity of this idea. Mountains like the Rockies naturally draw the attention of the traveler, but the more habitable stretches of landscape, British Columbia, it is true, has an area of mountains as large as the total extent of many Old-World countries, but between them are broad valley lands capable of producing an extraordinary variety of growth. In a rough way the Province is ribbed by a range of mountains along its coast line and framed by the Rockies at its eastern boundaries, but within these barriers are large stretches of arable land.

The strength of British Columbia lies in a race of pioneers and their sons. They have been bold in the handling of their natural resources, reckless at times, but on the whole successful. Their industry has spread into a bewildering variety of channels. The bulk of the population is centered on the coast, with its mild, almost snowless climate, different to any other of Canada. Nearly half the population are in and around Vancouver, the chief commercial center.

With Victoria, the provincial capital, at the southern end of Vancouver Island, Vancouver is the distributing point for important industries that stretch northward along a coast line of 5000 miles. First in importance is the timber industry, which annually produces a return of over \$30,000,000, or \$133 per capita for every person in the Province. The heavy coast forests keep in operation some of the world's largest sawmills and paper-making plants, the latter utilizing the continuous water powers to an enormous extent.

On the coast, too, is the greatest fishing industry of Canada, devoted chiefly to Pacific coast salmon. British Columbia's annual fishery catch is worth over \$20,000,000, or 46 per cent of that of the whole of Canada.

### Agricultural Development

The coast of late years has developed its agriculture with marked success. On Vancouver Island successful small fruit, dairy and poultry industries flourish. Back of Vancouver in the fertile delta land of the Fraser Valley, truck, dairy and poultry farming is developing with rapid strides as the contiguous city market expands. It is here that the Provincial Government has reclaimed 30,000 acres from Fraser River floods, and is selling it.

The coast is connected with the interior by three railway lines and a new motor highway almost completed. East of the coast range the Ponderosa Pine, Hemlock, Spruce, Cedar and Fir, Lumber and Box Shooks.

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country shows little resemblance to the narrow strip along the sea. The interior climate with colder winters and warmer summers is typically Canadian and the land is less heavily timbered and less rugged.

### Best Fruit-Growing Country

Just east of the coast mountains are coal mines in the Nicola Valley and some cattle ranches. The next well settled area is the fruit-growing territory known as the Okanagan Valley. Actually this fruit country now extends from the United States boundary along a line of superb lakes to the main line of the Canadian Pacific Railway—a rolling, park-like country of fruit ranches which ship their products all over Canada and to Europe.

This development has followed the creation of a far-reaching irrigation system, linked with highly efficient co-operative marketing methods among the growers. Just east of the Okanagan in the sheltered valley land around Grand Forks a colony of Russian Doukhobors has made a marked success of farming.

Between the Okanagan and the Rockies, filling the southeast corner of the Province, is the more rugged Kootenay country where lakes are set between towering mountains and rivers are raging torrents. Valuable lumbering and mining industries are centered there.

The water powers of the rivers of the Kootenays are being developed in a large way now for the use of these mining industries. Emerging from the Kootenays into the very heart of the Rockies is the Crow's Nest Pass with its coal fields, one of the Dominion's chief fuel-producing areas, in the center of which is that town of Fernie with its coke ovens.

All the territory described is south of the main line of the Canadian Pacific Railway. North of this division is an inland empire practically uninhabited. Herein lies the Cariboo country, so named of the gold rush of 1862 which first drew the world's attention to British Columbia.

The Canadian National Railway, formerly the old Grand Trunk Pacific line, cuts the Province in half, forming the northern boundary of the area already outlined. On the coast at the terminus of the railway is Prince Rupert, which will some day become a large shipping port for the products of the north. Farther north on the long inlet known as Portland Canal, is the



Arms of British Columbia.

mining camp of Stewart, made famous by the spectacular operations of the Premier and other gold mines.

Except for this scattered settlement the northern half of the Province is almost without inhabitants, a hinterland whose resources of timber, minerals and agricultural land can only be guessed at. In the north-eastern corner of this territory lies the Peace River country, a prairie land beyond the Rockies, unlike any other section of this province. The Peace River country is destined to become an important wheat growing country, but so far its development has been crippled for want of transportation.

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## Giant Timber of the Canadian Forests Before and After It Is Prepared for Shipment



## LUMBER REPRESENTS BIG SHARE OF WESTERN CANADA'S WEALTH

Forests of Pacific Seaboard Form Commercial Contact With World at Large—Thousands Engaged in the Industry

VICTORIA, B. C. (Special Correspondence)—The wealth of Canada's Pacific seaboard and its tremendous development in the last quarter of a century, is largely built on lumber.

What grain is to its neighbors east of the Rockies timber is to that vast area lying from the mountains to the ocean, where half of all Canada's hemlock, pine and spruce timber hem the coast and clothe the mountains of the British Columbia interior, supply an annual harvest vital to the prosperity of Canada and scarcely less important to other nations dependent upon lumber for building materials.

Western woods have become a kind of international medium of contact between Canada and the world at large. British Columbia's timber industry now reaches the four corners of the earth. Japanese and Chinese who have heard of this country vaguely as a land across the sea, use its timbers to build their homes. Natives of Egypt, India and South Africa lay British Columbia ties to carry the tracks of their railways. Douglas fir from British Columbia forests travels the seven seas in the decks of Britain's largest battleships. The Atlantic coast of America

comes here for millions of feet of lumber a year to carry on building operation of every kind.

Of a population of about 600,000 there are 40,000 in British Columbia engaged directly in the timber industry.

Ten years ago British Columbia's timber production was valued at \$28,680,000. Last year this figure had risen to \$87,702,000. In the same period the amount of logs scaled rose from 967,000,000 board feet to 2,550,000,000 feet. In 1914 the export lumber business was in its infancy, totaling only \$3,031,246 feet. In 1925, 531,262,318 feet of lumber from British Columbia forests found its way to almost every lumber-using country. Few industrial operations anywhere can show greater expansion in a decade.

The other great offshoot of the timber industry—pulp and paper manufacture—has made amazing strides in recent years, too. From a total paper production of 45,816 tons 10 years ago the industry had raised

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## PANAMA CANAL PLAYS LIVE PART IN GROWTH OF CANADA

Especially True, Says Observer, of West and British Columbia—Vancouver Feels Much of the Betterment

By THEODORE H. BOGGS

Professor, Department of Economics, University of British Columbia.

VANCOUVER (Special Correspondence)—The opening of the Panama Canal in August, 1914, constituted both a triumphant conclusion and an auspicious beginning. For 400 years, following the effort made in 1502 by Columbus to find a strait leading through the Isthmus of Panama to the East Indies, men refused to abandon hope of securing water passage between the two oceans. The first transisthmian communication was by land, the first roadway being constructed in 1521.

What, it may well be queried, has been the effect of the Panama Canal upon the commerce and industries of British Columbia, the westernmost Province of the Dominion? Industry and trade have been enormously stimulated. In some respects no other country on the Pacific Ocean rim has responded more rapidly to this stimulus than British Columbia, notwithstanding the country-wide, if not indeed worldwide, depression of 1920-22.

How Port Has Expanded. In 1914, the year of the opening of the canal, only five deep-sea steamship lines were operating out of the port of Vancouver. During that year the total number of deep sea vessels which entered the port was 144. In 1924, the number of steamship lines operating out of Vancouver was 54, while the number of deep-sea ships which entered the port had increased seven-fold to 1009. It is significant that approximately 50 per cent of the steamship lines which call at Vancouver do their trading via the Panama Canal. The total sailings from Vancouver now average over 80 per month.

Western Canadian trade is utilizing the Panama Canal in rapidly growing volume. In fact, during the three years 1922-24 inclusive, the percentage rate of increase in the Canadian cargo tonnage passing eastward through the canal, from the Pacific to the Atlantic, surpassed that of any other country.

Wheat and Timber Benefit. Probably the two commodities the export of which through or from British Columbia has been most notably stimulated by the opening of the passage through Panama are wheat and lumber.

The shipment of lumber by rail in 1913 from British Columbia ports amounted to 420,000,000 feet. This had declined by 1924 to 370,000,000 feet. In the meantime, however, water shipments, which in 1913 were only 46,000,000 feet, had reached in 1924 the huge total of 506,000,000 feet. The influence exerted by the Canal upon this trade is at once evident. Whereas in 1913 there was

no movement of lumber by water from British Columbia to the Atlantic seaboard, in 1924 slightly more than 230,000,000 feet, out of the total water movement of 506,000,000 feet, was shipped to Atlantic ports. Shipment by water through the Canal to the eastern ports of the United States and Canada has greatly stimulated the western lumber trade by reason of the fact that it is now possible to sell on the Atlantic coast the lower grades of lumber which, though unable to bear the transportation charges incident to an all-rail carriage can carry the cost of water transportation.

In short, the trade of western Canada, and in particular that of British Columbia, in common with that of the American states on the Pacific Coast, has been stimulated by the opening of the canal to Panama. Within a dozen years the traffic utilizing this waterway has become enormously large and singularly varied in its composition. From California come millions of barrels of oil. Canada sends millions of bushels of wheat from its western provinces and millions of feet of British Columbia lumber. Ships with hides and carcasses from the abattoirs of Argentina and Uruguay mingle their diverse odors with those of cargoes of camphor from Japan, peanuts and tea from China, copra from the South Sea Islands, and rubber from Singapore.

Group of Mine Cabins Now Thriving City. NELSON, B. C. (Special Correspondence)—Founded about 40 years ago, Nelson has grown from a collection of prospectors' cabins to a prosperous city of over 8000 inhabitants. Situated on the shores of beautiful Kootenay Lake and surrounded by magnificent mountains, the city has unusual scenic attractions.

Nelson is served by two railways, the Canadian Pacific and the Great Northern and is the commercial center of the Kootenays which abound in mineral and forest wealth. Abundant water power is available, of which 100,000 horse power has been developed. Lumbering, mining and farming in the surrounding territory contribute to the prosperity of the city. Industries of Nelson include sawmills, shingle mills, box and match factories and iron works.

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## STEADY GROWTH FOR VANCOUVER

Lumber Industry in Lead  
—60 Per Cent of Homes  
Owned by Occupiers

VANCOUVER, B. C. (Special Correspondence)—The 136 years that have passed since the historic meeting of the British and Spanish officers that changed the history of the North Pacific coast for all time have not all been occupied in making the city of Vancouver the ambitious gateway city of the Pacific coast that it is today.

For a century almost the scene of Vancouver's landing remained a "forest primeval" that was awakened to human activities by the first development of the lumbering industry, which, from the beginning of things on the Pacific coast, has been the paramount industry of its people. It was not until 1836 that the completion of the Canadian Pacific Railway gave the recently incorporated city of Vancouver its first impetus. The economic currents of progress set in motion by that event of national importance caused a fairly steady growth of the city until it received its second great impetus from the discovery of the Yukon gold fields. But the most remarkable development in the several cities and municipalities that make up "Greater Vancouver" has occurred during the present century, a development that, to some extent, was temporarily halted by the great war.

**Population Increase**  
The population of Greater Vancouver is placed at 252,000 and of Vancouver alone, 126,747. Value of property within Vancouver city is \$128,000,000, and the total assessment of the district runs to \$213,000,000.

Sixty per cent of the homes of Vancouver are owned by occupiers. Residents of Vancouver own 35,000 motor cars which may travel over 376 miles of paved streets.

The transportation requirements of the city besides call for 109 miles of electric railway tracks within the limits of the city which connect with 160 miles of interurban lines all owned by the British Columbia Electric Railway Company, operating with British capital, but which is now offering an issue of stock to local investors.

The transportation needs of Vancouver people are also served by 10 railway systems, including the Canadian Pacific, Canadian National, The Great Northern, Chicago & North Western, St. Paul and the Union Pacific also have access to the city. The school system of Vancouver, including high, normal, public, and technical schools, is well abreast of the times. In the public schools, normal children are given special attention, and pupils are trained in social service work. The school board has gone on record, following recommendations of a special school survey, in favor of a system of intermediate schools between the public and high schools. School population is well in excess of 20,000.

**Schools Abreast of Times**  
The religious needs of the people are served by about 225 churches, including many imposing edifices. Culture and education are contributed to by a public library which received an endowment from the Carnegie Fund, and an art gallery of substantial merit.

Ask a Vancouverite the causes of the city's rapid growth and he is liable to mention: development of natural resources of the Province; lumbering; fishing, mining and agriculture; the growing export business, including the grain movement; the climate, unrivalled scenery and the tourist traffic.

To the mid-winter visitor from the East or middle West the coast climate is a revelation in its mildness of temperature, while the summer tourist revels in the comfort of

## Glimpse of Vancouver With Its Mountainous Background, and the Beginnings of the Main Business Section on the Right

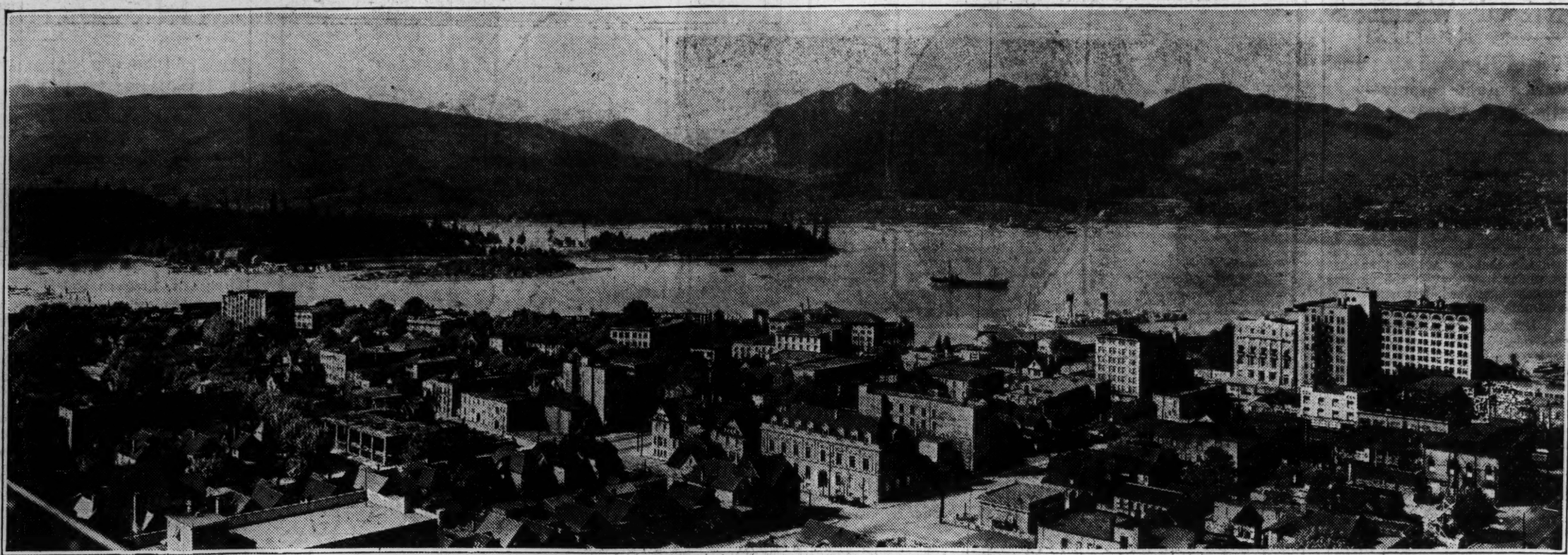


Photo by M. L. Hawkins

comparatively cool days and cooler nights. Since Dec. 24, 1924, when the last cold dip touched Vancouver, five degrees of frost has constituted the winter record and roses have bloomed in gardens until the appearance of the first spring flowers.

It is claimed that the scenic attractions of Vancouver surpass those of almost any city in the world. Here in summer time the tourist has his choice of sea bathing, the golf links, motoring through avenues of gigantic firs and by leaping waters; or he may climb to the snow-clad peaks of Garibaldi Park or the Capilano district within a few miles of the center of Vancouver. Other attractions equally alluring are to be reached by steamers from which can be viewed the matchless beauty of British Columbia broken coast line. Such are the attractions that brought 76,000 motor cars, carrying 316,000 passengers to this city in 1925. In addition it is estimated that 640,000 came by boats and 1,250,000 by trains.

## VANCOUVER PORT TO BE ENLARGED

Commissioners Plan Increased Facilities to Handle Growing Tonnage

By GUY H. KIRKPATRICK  
President, Vancouver Harbor Commissioners

VANCOUVER, B. C. (Special Correspondence)—The port of Vancouver is situated on Burrard Inlet, an offshoot from the Gulf of Georgia. It lies about 18 miles north of the United States boundary and is sheltered from the Pacific Ocean by Vancouver Island, 25 miles to the west. It includes all tidal waters lying east of a line drawn from Point Atkinson Lighthouse southerly to the most westerly point of Point Grey.

The total area of the harbor is 48.73 square miles, of which over 25 miles are land-locked and undisturbed by wind. The total shore line is 98 miles.

The entrance channel is 1200 feet

wide having a minimum depth at the entrance of 36 feet at low tide. Within the inlet in the main harbor the depth of water varies from 10 to 15 fathoms at a distance of one-quarter mile from shore to a maximum of slightly over 30 fathoms. The anchorage is good, the bottom consisting of mud and blue clay. The harbor is almost free from shoals or submerged rocks. The extreme tidal variation is about 13 feet, averaging a little less than 12 feet.

Owing to its rapid development in recent years Vancouver is very much in the public eye at the present time. Its commerce, served by the two great Canadian transcontinental railways, in addition to several American roads which reach it from the south, must inevitably develop to keep pace with the growth of Canada.

In considering the future of Vancouver, however, there are other factors which must be considered and these include first the remarkably favorable gradient over which the Canadian National Railway reaches the port from the prairies, as a result of which the Rocky Mountains practically cease to exist in a transportation sense. Attention also must be drawn to the fact that the great prairie wheat fields of the North American Continent, east of the Rocky Mountains, lie closer to Vancouver than to any other port on the Pacific coast.

**Nearness to Wheat Fields**  
This will be realized when it is pointed out that the nearest prairie wheat fields are over 1250 miles from San Francisco, over 1000 miles from Portland or Seattle and only 640 miles from Vancouver.

In order to keep pace with development the Board of Harbor Commissioners have undertaken a program of construction as a result of which the berthing facilities of the port for deep sea vessels have been greatly increased and their plans call for additional construction in the near future which will still further increase the cargo handling facilities within the harbor. The Canadian Pacific Railway also is increasing its facilities and has under construction a deep sea pier capable of berthing four large ships at one time.

## STANLEY PARK SCENIC BEAUTY ATTRACTS TOURISTS OF WORLD

Visitor Walks From Busy Commercial District Into the Quiet of a Primeval Forest Situated in the Center of Busy City

By W. S. RAWLINGS  
Superintendent, Board of Park Commissioners, Vancouver

VANCOUVER, B. C. (Special Correspondence)—Stanley Park is not only one of the chief scenic attractions of Vancouver, but it is one of the most unique parks on the continent with a world-wide reputation among travelers. Its uniqueness lies in the fact that it is a park of 1000 acres situated in the center of a big city. This large area, encircled by a 7-mile motor drive, is within 15 minutes' walk of the main city post office.

Its chief charm for both visitor and resident is that the greater portion of the park is still primeval forest; and the utmost care is taken by the Vancouver Parks Board to see that its countless natural beauties are not disturbed. One may step off a street bustling with the activities of a modern, growing western seaport and within five minutes be alone in the depths of a fine old forest, where the only sounds are the rustling of the leaves and the twitter of birds.

And Stanley Park is no ordinary forest. The home of big trees, the Pacific coast boasts few larger trees than are to be found on the peninsula.

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## ADEQUATE FUNDS FOR UNIVERSITY

British Columbia Records  
Rapid Enrollment Gain  
—Founded in 1915

By H. T. J. COLEMAN  
Dean of Arts and Science, University of British Columbia

VANCOUVER, B. C. (Special Correspondence)—So far as the period of actual operation is concerned, the University of British Columbia is the youngest of the Canadian universities, since classes were begun only in 1915. Its growth, however, has been so rapid that now, in the matter of students in attendance, it ranks approximately in the third place in a list of institutions numbering nearly 20.

The university has had liberal support from the Provincial Government, from which it receives support in an annual grant of now considerably more than \$500,000 dollars. At the present time the Province is administering a land grant of 3000 acres of suburban real estate adjoining the university site and in the immediate vicinity of the city of Vancouver, with the hope that when this property is developed and sold it will provide a substantial endowment fund.

At present work is carried on in three faculties—arts and science, applied science and agriculture. The enrollment in these as shown by the latest calendar is in the order named 1137, 213 and 55 students.

In 1925 a group of buildings were completed adequate for the university's present needs and for those of the immediate future.

The university campus consists of 540 acres situated on the promontory of Point Grey.

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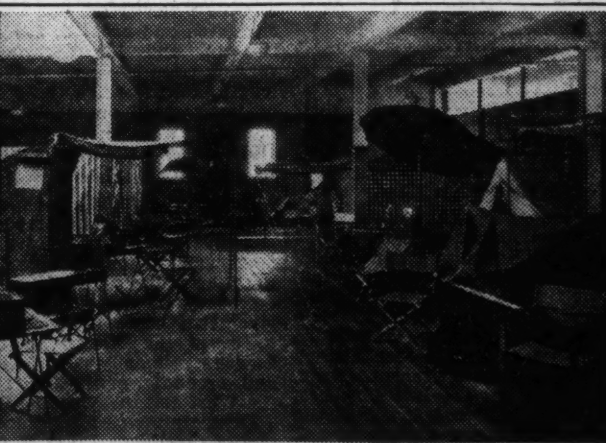
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¶ Full information will be cheerfully furnished by the PUBLICITY COMMITTEE of the CITY of NORTH VANCOUVER.



## FISHERIES INDUSTRY BASED ON VAST NETWORK OF WATERS

Dominion's 2,000,000 Square Miles of Rivers, Lakes and Seas Furnish Plentiful and Varied Food Supply—Conservation and Propagation Get Attention

By PROF. EDWARD E. PRINCE  
Canadian Commissioner of Fisheries for Thirty Years

OTTAWA (Special Correspondence)—If an aviator were to make a trip over the Dominion of Canada from the Atlantic to the Pacific coast, taking a side glance north and south in his flight, no feature would more deeply impress him than the wonderful silvery network of waters, overspreading every part of her vast domain. Three oceans would be seen by him washing her shores, the Atlantic, the Pacific and the Arctic, all yielding rich harvests of fish, while the interior lakes, lakelets and rivers, countless in number, are no less prolific.

A thousand years ago, according to the Norse Sagas, the abundance of fish in these northern waters was realized by Lief, the son of Eric the Red, who visited the Gulf of St. Lawrence, if the late Professor Steensby of Copenhagen be right, and found Indians making abundant catches of halibut, and observed that "every stream was filled with fish."

Centuries later, the French explorer, Jacques Cartier, found (1535 and 1536) 60 fishing vessels from France, busily engaged off the Canadian coast, and in subsequent centuries, French, Basque, Spanish, Portuguese, English, and Norse fishermen made enormous catches of cod on the famous "banks" south of Labrador. To this day these fisheries are international, and Canadian and United States fishing fleets find in these waters a field for extensive deep-sea enterprises.

The waters of the Dominion, territorial and offshore, amount to 300,000 square miles, the fresh-water areas to nearly 200,000 square miles, including the northern portions of the chain of Great Lakes (34,000 square miles); but if to these be added Hudson Bay, and the innumerable gulfs, bays, and channels of Canada's arctic archipelago (over 600,000 square miles), the total area of waters cannot be less than 2,000,000 square miles. Pure and cold, these waters are all furnished, more or less plentifully, with the finest varieties of marketable fish.

**Network of Rivers**  
A very striking feature, also, is the river system, embracing such great streams as the Mackenzie, in the northwest, 2525 miles long, the mighty St. Lawrence, in the east, 1900 miles; the Nelson, 1660 miles; the Peace and Churchill, each 1400 miles long; and world-famous salmon rivers, like the Fraser, 700 miles; the St. John, Restigouche, Miramichi and 50 other shorter rivers, all unsurpassed for romantic scenery, and splendid salmon fishing.

Apart from the Great Lakes with their valuable fisheries, there must be made of Lake Winnipeg, 9500 square miles in extent; Winnipegosis, 2000 square miles; Great Bear and Great Slave Lakes, each over 10,000 square miles, and smaller lakes, without number, whose resources afford a great future for Canadian fishery enterprises.

The annual value of the fisheries, during the last 50 years, is as follows, the value for each fifth year being given:

1870	\$4,577,331	1900	\$21,877,629
1875	10,350,285	1905	22,478,582
1880	14,499,879	1910	29,968,423
1885	16,499,879	1915	42,241,000
1890	17,714,902	1920	49,241,000
1895	20,199,338	1925	42,465,545

The amount of capital invested is estimated at \$50,000,000, of which amount about 10 per cent is in vessels, boats and gear, and the balance, canneries, fish-houses, etc., amounting to about \$24,000,000 (1923).

**People in Industry**  
Over 100,000 persons have been engaged in the various branches of the industry, but fluctuations have always specially marked fisheries, and in recent years the number has declined from various causes, such as the development of steam trawling and adoption of machinery in some of the processes, so that today the number totals less than 60,000. Sailing vessels and row-boats have been increasingly replaced by gasoline craft, over 5000 such gasoline boats being now in use. The sail and row-boats in use number 14,000.

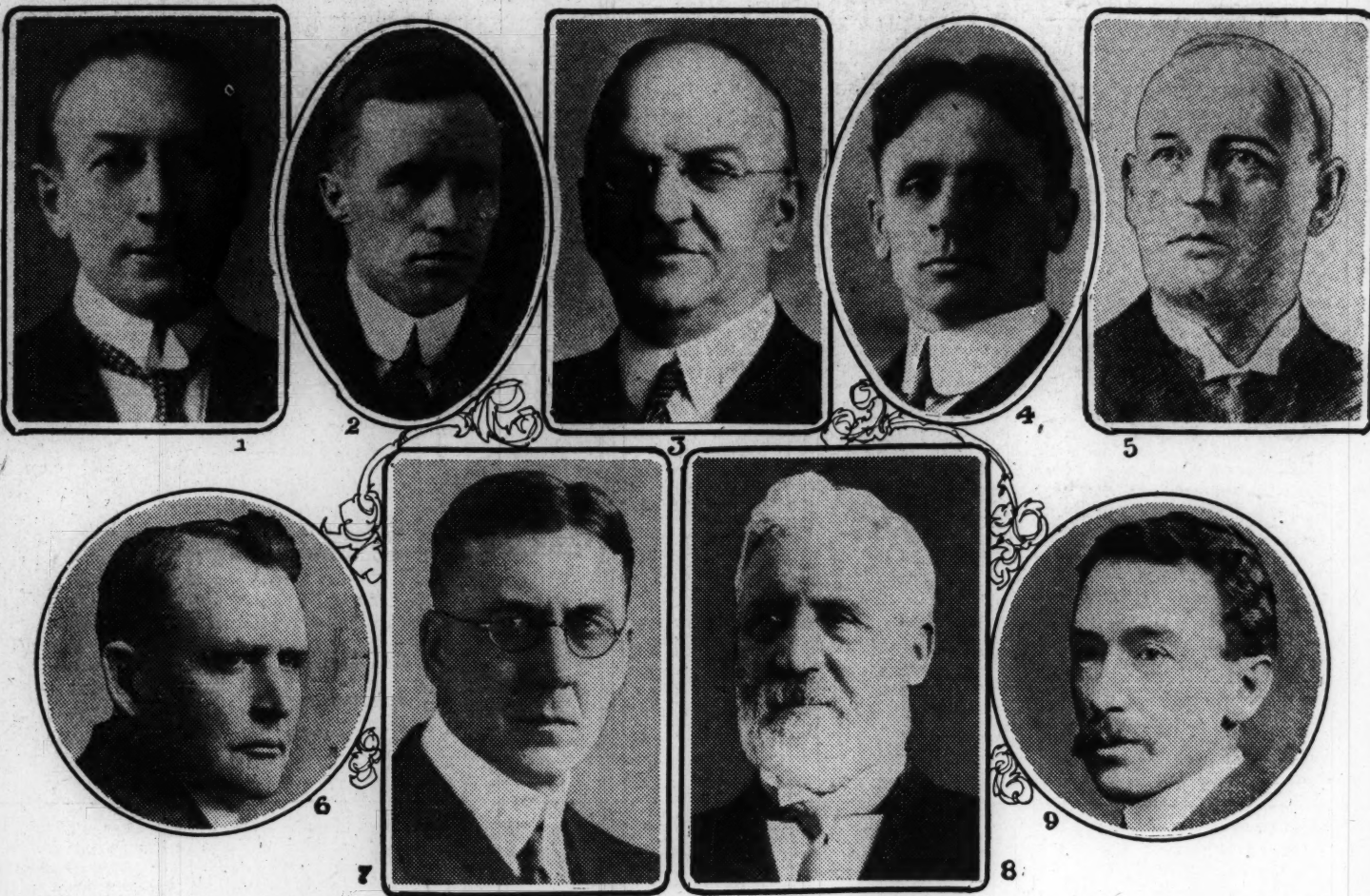
Over 600 species of fish are native to Canada, but less than 50 species are used for food and not a score are marketed. Of the 10 kinds mostly in demand in the markets, the recorded catches by weight as given below indicate their relative importance in the national fish supply:

	1921	1925
Cod	99,135	106,584
Herring	106,584	106,584
Salmon	64,226	82,508
Halibut	22,087	15,461
Loose	19,988	19,988
Hake and pollock	15,851	11,840
Halibut	13,186	17,873
Lake whitefish	8,081	8,504
Mackerel	7,217	7,217
Trout	2,788	2,667

**Cod Held First Place**  
For a long period the chief place in the annual Canadian catches was occupied by the cod and the salmon. Cod was regarded as the staple, and, from the time of the French régime, for 150 years, it was almost the sole Canadian fish product, the word "fish" along the sea coast always meaning "cod." In recent years, especially during the last 15 years, salmon have displaced cod from the leading position, the growth of the Pacific salmon industry being mainly responsible.

The lobster, as a fish-food product, has assumed high importance, and has risen to second place in some years. The recent expansion of the lobster canning business is a noteworthy feature in the Canadian fisheries. The once all-important cod has been lowered to third place. Similarly the exploitation of the Pacific halibut "banks," little fished until 1907, when 10,000,000 pounds were caught, has given the halibut a high place in the annual returns, and in 1923 this fish ranked second in the Dominion yield for that season. In some years the halibut catch has exceeded 20,000,000 pounds, and most of these fish are shipped to the coast.

## Chief Executives of the Provinces of Canada



1. E. N. Rhodes, Premier of Nova Scotia; 2. James G. Gardiner, Premier of Saskatchewan; 3. G. H. Ferguson, Premier of Ontario; 4. John Bracken, Premier of Manitoba; 5. John B. M. Baxter, Premier of New Brunswick; 6. J. D. Stewart, Premier of Prince Edward Island; 7. J. E. Brownlee, Premier of Alberta; 8. John Oliver, Premier of British Columbia; 9. L. A. Taschereau, Premier of Quebec.

## SEARCH FOR "WESTERN SEA" OPENED WAY FOR FUR TRADE

Trinity of Explorers, Mackenzie, Thompson and Fraser, Blazed Trail for Conquest of West—Based Settlement of Canadian Pacific Coast

By J. W. HOWAY

Member of Historic Sites and Monuments Board of Canada and author of "History of British Columbia"

NEW WESTMINSTER, B. C. (Special Correspondence)—The lure of the West drew men across the Atlantic to America and on and on to the shores of the Pacific. In Canada this attraction took the shape of a search for the "Great River of the West" and the "Western Sea." Linked with these—subordinate in the beginning but dominant in the end—was the financial consideration: the profit to be made from the trade in beaver skins.

The French, who were settled in Quebec, were filled with the urge of adventure and fascinated by the problem of what lay beyond. The Indians told their first traders weird stories of a western sea, and a great river flowing toward the sunset. It is impossible to say whether these tales were mere imagination, or distorted references to Lake Winnipeg or other of the vast interior lakes, or, as some suppose, to the Mississippi and the Gulf of Mexico.

**British Traders**  
With Wolfe's victory on the Plains of Abraham and the subsequent cession of Canada, French exploration and trade came to an end; the forts were abandoned and fell to ruin; nothing remained to bear witness to the wonderful western advance but a few coveys and bois dispersed among the different tribes.

Then slowly the British traders from Montreal, seizing upon the land left unoccupied by the French withdrawal, reached out along the same line from the Great Lakes into the west. In 1767 they were on the Saskatchewan. Alexander Henry the elder, Joseph Robbisher, and Peter Pond led the way to and up the Saskatchewan, and thence to the Athabasca. The knowledge of their success drew many into the trade.

The intense rivalry which arose among them soon gave way to union and in 1783-4 the opposing traders formed the celebrated North West Company of Montreal. Then over all the prairies and upon the lakes and rivers their trading posts appeared; and this in defiance of the fact that the Hudson's Bay Company had, by charter, the exclusive trade of the whole country draining into Hudson Bay.

By this time it was realized that the Great River of the West and the Western Sea must be sought on the farther side of the barrier range of the Rockies. East of those mountains the only incentive, thenceforward, was the fur trade.

Between Montreal and the farthest western posts lay 3000 or 4000 miles with 60 large rivers and lakes to be navigated and crossed, 200 rapids to be run, and 130 carrying places varying from 25 paces to 13 miles in length, across which the cargo must be transported on men's backs. So the goods went on, and over the same difficult route the furs came out.

**Mackenzie's Travels**  
Among the great names in the roll of the North West Company stand out those of a trinity of explorers: Mackenzie, Thompson, and Fraser. Sir Alexander Mackenzie, after his discovery of the northward-flowing river that bears his name, resolved to cross the Rocky Mountains in search, primarily, of beaver skins and, secondly, of the Great River of the West and the Western Sea. Departing from Fort Chipewyan he traced the Peace River to its south-

geographer. A Grey Coat School boy, he in 1784, at 14 years of age entered the fur trade. Twenty-three years he spent east of the Rocky Mountains. In that time he traversed and surveyed the vast country between the Missouri and the Peace and between Lake Superior and the Rockies.

For years he wished to visit the Land of Mystery beyond that great range, but the Piegan Indians watched him so closely that it was impossible. Realizing their advantage in the possession of firearms they were determined to prevent the traders from supplying such weapons to their hereditary enemies, the Kootenays.

But while they were on the war-path to the Missouri, in 1807, Thompson saw his opportunity to slip away and reach the unknown western land. From the headwaters of the Saskatchewan he crossed the mountains to the main stream of the Columbia. Near Lake Windermere, one of the lakes that form the source of the river, he landed, and in 1812 when he left the Columbia country he had completed an exact survey of the river from its source to the Pacific Ocean.

Simon Fraser, the third of this gallant brotherhood, took possession of the trade of the headwaters of the Peace and the Fraser, founding in 1806-1807, four trading posts: McLeod, St. James, Fraser, and George—the first erected in the transmontane region. It remained for him to prove by his perilous exploration in 1808, that the Fraser River, so fittingly named in his honor, was not as Mackenzie had supposed, a branch of the Columbia, but an independent stream which found its way to the Western Sea 200 miles north of the "Great River of the West."

This he did, and on July 20, 1793, he reached the long-sought Western Sea, at Bentinck Arm. At last after more than two centuries of search the long, long road across the prairies and through the defiles of the mountains had solved the mysteries of the North West Passage and the Western Ocean.

**Other Explorations**  
Sir Alexander Mackenzie, the fur trader, thus has the honor, not only of the first crossing of Canada, but also the first crossing of the American continent north of Mexico. Lewis and Clark, it seems plain, were familiar with Mackenzie's published account of his voyages, when more than 10 years later they left St. Louis on their historic journey to the mouth of the "Great River of the West."

The second of the trinity, David Thompson, is Canada's greatest explorer. He was the first to cross the Rocky Mountains, and the first to reach the Pacific coast. He was the first to discover the mouth of the Columbia River, and the first to reach the Pacific Ocean.

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## YUKON HAS DAY 3 MONTHS LONG

Vegetation Rapid, Soil Full of Mineral Wealth—Entrancing Scenery

By GEORGE BLACK

M. P. for Yukon

DAWSON (Special Correspondence)—Yukon, once difficult of access, only to be entered by an arduous climb across a mountain range, is now annually visited by thousands of tourists who travel by steamship along the coast of British Columbia in comfort and luxury amid entrancing scenery and surroundings of intense interest.

The trip across the mountains in up-to-date observation cars is one never to be forgotten. An ascent of thousands of feet is made in a few hours, and a few miles from sea level up above timber line to perpetual snow, across glacial moraines and past summit lakes to glide down into the land of the midnight sun at the level of the great lakes that empty by way of the Yukon River into the Bering Sea.

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## WIRELESS TELEGRAPH AND RADIO LINK NORTHWEST TERRITORIES

Area of 1,309,682 Square Miles Extends to Pole—Mounted Police Maintain Law and Order—Eskimos and Indians Engage in Fur Industry

By O. S. FINNIE

Director, Northwest Territories and Yukon, Department of the Interior

OTTAWA (Special Correspondence)

—The Canadian Northwest Territories were organized in 1905, and comprise the provisional districts of Mackenzie, Franklin and Keewatin. The region embraced in the territories stretches from the sixtieth parallel of north latitude (the northern boundary of the Prairie Provinces) to the pole. It includes all the Arctic archipelago acquired by Canada from Great Britain by an Imperial Order in Council of 1880.

The government of the territories is vested in a commissioner, a deputy commissioner and a council of five members, and its federal administration devolves upon the Northwest Territories and Yukon Branch, Department of the Interior, with Ottawa as the seat of government.

**Indians and Eskimos**

Fort Smith on the Slave River is headquarters of the district agent for the Mackenzie District and southern terminus of uninterrupted water transportation on the Mackenzie system, stretching from this point to the Arctic Ocean. Access from the south to the Mackenzie basin is gained through Fort Smith and the products of the district, consisting largely of furs, come out at this point, whence they are shipped via the Athabasca River and the Alberta & Great Waterways Railway to Edmonton, Alta.

There is a population of 7988 scattered through the area, made up for the most part of nomadic Indians and Eskimos, there being only a handful of white traders and trappers. The Eskimos inhabit chiefly the Arctic coast and islands. Indications are that the value of the furs exported for the season of 1925-26 will be well in excess of \$1,775,000. This gives some indication of the potential wealth of the country.

Law and order are maintained through the Northwest Territories by the Royal Canadian Mounted Police, whose devotion to duty and resourcefulness are well known. Po-

lice posts, at most of which customs and postal business also is transacted, are located at many points throughout the territory, both inland and along the coast. Each year the Canadian Government ship "Arctic" goes north to replenish the posts of the Eastern Archipelago, to patrol the district and establish new posts where necessary.

**Travel Stimulated**

Indications are not wanting of an approaching era of development in this great area comprising over 1,309,682 square miles and stretching approximately 1500 miles from extreme east to west and about 2000 miles from north to south. The old-time drawback of lack of communication with the outside world, and between the different parts, has now been remedied by the work of the Dominion Government in erecting and operating a wireless telegraph system. Radio stations have been established at Aklavik, Simpson and Fort Smith, linking up with Dawson and Mayo in the Yukon Territory, on the one hand, and with Edmonton, Alta., the southern terminal, on the other. This, combined with the work done in the way of exploration, surveys and the erecting and placing of aids to navigation, has greatly facilitated the work of the trapper, the trader and the prospector and has stimulated travel into and through the country.

The Mackenzie district presents many attractions from the viewpoint of the tourist as it is possible to travel from Edmonton to Aklavik on the Mackenzie delta, a distance of 1972 miles, with the utmost comfort.

The Mackenzie district presents many attractions from the viewpoint of the tourist as it is possible to travel from Edmonton to Aklavik on the Mackenzie delta, a distance of 1972 miles, with the utmost comfort.

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## CRICKET LOOKS FOR BIG SEASON

Canada Will Celebrate Its 100th Anniversary of This Sport

TORONTO, April 16 (Special)—One hundred years of cricket in Canada will be recorded when the 1926 season begins. The game was introduced in Toronto at Upper Canada College by B. A. Barber, a master who came out from England with Dr. Harris, the first principal, and is still a feature of the sporting activities of that college, as well as many of the other leading colleges of the Dominion. Ridley College, St. Catharines; St. Andrews College, Toronto; Trinity College, Port Hope—all have produced outstanding players, and all are featuring the sport this coming season. The Toronto Cricket Club is believed to be the oldest club in Canada. In 1836 a match was played between Toronto and the Upper Canada College, and won by the College, by an innings and 60 runs to 4.

What is believed to be the first intercity match played in Upper Canada took place at Hamilton in 1834, when Toronto defeated Guelph. The cities of Toronto, Hamilton and Guelph are still strong in the cricket world of Canada today. About 25 clubs will operate in Toronto this season, including college clubs. Hamilton possesses a strong league with at least eight teams. About 25 clubs will operate in Toronto this season, including college clubs. Hamilton possesses a strong league with at least eight teams. About 25 clubs will operate in Toronto this season, including college clubs. Hamilton possesses a strong league with at least eight teams.

In the Toronto vs. Guelph match referred to, John B. Robinson, who later became Lieutenant-Governor of Ontario, played an important part. The two teams again met in 1835, when Toronto was represented by Draper, E. Beeston, Lane, A. Beeston, Nash, Loring, Gwynne, Hingsworth, Barber, Barron, and Boulton.

Toronto recorded its biggest cricket surprise Sept. 5, 1840, when a team arrived from the St. George's Cricket Club, New York. The invaders insisted that a representative of the Toronto Club had interviewed them in New York and challenged them to a home-and-home series of matches.

The Toronto Club was innocent and ignorant of any such alleged arrangement. Eventually a match took place for \$50 a side, which proved that amateur cricket was not so amateur in "ye old days." Toronto was badly defeated. Return matches were played in New York in 1843, where Toronto evened up. Toronto then began a series of engagements with Montreal, Detroit, Toledo, and New York. Canada first met the Gentlemen of Philadelphia in 1876, the year of the Centennial Exhibition, and from that time on Philadelphia cricketers have frequently paid visits to Canada.

The first English team to visit Canada was in 1859, under the management of George Parr and John Widen. Again in 1865, English cricketers came under V. E. Walker. In 1872, Fitzgerald's English team arrived, bringing W. G. Grace with it. Seven years later Richard Duff brought an English team, and Sir G. Colthurst an Irish eleven. An Australian team played in Canada in 1878. A tour of England was made by a Canadian team in 1922, the result of which was a return visit by an English eleven, the "Pecentual" under the captaincy of Captain Wynyard. This eleven played the leading teams in Ontario.

In 1923, Toronto over the pioneer city for cricket, organized a "cricket week" which was to be an annual affair. During that week cricketers from all parts of Ontario, Quebec and the West gathered to witness a series of representative matches. One hundred and seventy-eight cricketers participated, and the biggest "gates" in the history of the game in Canada were recorded.

Although cricket started in Ontario, it has become firmly established throughout the Dominion. From Nova Scotia to British Columbia, with well-organized leagues, and also isolated clubs.

To further the sport, in 1911, John Ross Robertson of Toronto donated a cup, emblematic of the cricket championship of Canada. This season, McGill Cricket Club of Montreal will defend the trophy. The cup has always been held either by a Winnipeg, Toronto or Montreal team.

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## AMATEUR SPORTS STRONG IN WINNIPEG

Professional Games Draw Little Interest in That City

WINNIPEG, Man., April 12 (Special Correspondence)—Winnipeg has the distinction of being one of the most strongly amateur sport cities in Canada. Amateur sport flourishes here all the year 'round. In the summer, golf, baseball, lacrosse, soccer football, tennis, trapshooting and many other seasonal sports hold sway, while in the winter, hockey, curling and snowshoeing are to the fore.

Professional sport, on the other hand, is a dormant issue in Winnipeg. The city has one of the strongest amateur baseball leagues in Canada, while, professionally, the diamond pastime is taboo here.

Winnipeg's central location makes it the venue for many tournaments for Canadian national honors. The city also has achieved prominence as a "cradle" for hockey stars, and it is true that many of the game's foremost players have graduated from a course in hockey in and around the city.

One of the greatest events of its kind in the world, and the most important sporting event staged in Winnipeg, is the annual curling bonspiel. The city has 15 curling rinks with nearly 100 sheets of ice. No other city in the world has half that many. The Winnipeg bonspiel always attracts approximately 25,000 spectators, which is about five times as many as participate in any other curling carnival in the country.

Curling has made great strides here, and the bonspiel staged last February was one of the most successful in its history. The game is organized throughout Canada, and every two years visits are exchanged between Canada and Scotland. During the winter just passed, 30 Canadian curlers visited Scotland, and many Manitobans were in the party. In 1925, a team from Scotland will pay a return visit to Winnipeg.

From a sports viewpoint, Winnipeg is unique in another respect—it is not a city of spectators, but rather of participants. In the summer time golf is played by hundreds, and the game becomes increasingly popular year by year. Winnipeg, with a population of 285,000, has 20 golf courses, two of which are municipally owned. This year's season will be the 10th annual open golf championships will be played in the city.

For the past three years the Canadian Cup finals, emblematic of the Canadian soccer championship, have been held here, and last year the Toronto Ulster team defeated the Nanaimo C. eleven in the final. John Easton of this city is president of the Dominion Football Association.

Due perhaps chiefly to the fact of the many English and Scotch people living here, soccer is a very popular sport, and is played "on all street corners." There are many local leagues, right from the juvenile to the senior, as well as numerous church, society and mercantile leagues.

Amateur baseball attracts large crowds. The Senior City league has five teams and holds sway on the Wesley College field, right in the center of the city. Every year teams from the western United States and Toronto are brought here for special series.

Lacrosse, Canada's national game, also has a strong hold, although it is overshadowed by baseball. The senior lacrosse league has a fine field, and a strong three-club league. A Canadian championship playoff has been arranged for this year, to be held at the Pacific coast.

The winter past was a very successful one so far as sports were concerned. Amateur hockey had a good season, and Winnipeg had a team in the Central Hockey League, which made a superb showing. In the Canadian junior playoffs the Tammany Tigers of Winnipeg finished prominently. The Canadian badminton championships were staged here during the season.

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## BRITISH COLUMBIA LOOKING FOR ACTIVE ATHLETIC YEAR

Winter Found Indoor Sports More Popular Than Ever, and Outlook for Outdoor Competitions Which Are Now Starting Up Appears Most Bright

VANCOUVER, B. C. (By Special Correspondence)—From an athletic standpoint, British Columbia looks forward to one of the most active seasons of history both in professional and amateur sport. Indoor sports have just wound up an active six months of play, and the outdoor games are now in the spotlight.

In the Canadian Badminton championships in Winnipeg, British Columbia was represented by four players, Jack Muir, Mrs. Partington and Miss Ellen George of Vancouver and R. H. Hill of Kelowna. Alkanan of Montreal won in straight sets over Muir in the men's singles final, while Miss George met with the same fate at the hands of Mrs. Coke of Toronto. British Columbia, however, triumphed in the doubles event, while Muir and Miss George won the mixed doubles.

In amateur hockey, the "Towers of Vancouver" having defeated the Victoria Shells for the coast title, later defeated Nelson, Kootenay champions and later Canmore, champions of Alberta. Towers then went on to Regina for the Allan Cup series, where they met the Victorias, who had defeated Manitoba's best. The Towers lost a two-game series, 5 to 2 and 3 to 1. The season has been the most successful in the history of the amateur game on the coast.

Vancouver did not do as well in the professional game, finishing at the bottom of the league. Edmonton ended the season on top and earned the right to meet Victoria, the winner of the Victoria-Saskatoon two-game playoff in the final. Victoria, which took a pre-season trip to Montreal, Ottawa and Toronto, came back and trailed the league for a while, climbing to the top late in the year. There is a lot of rumor about that next season will see a change in the professional game and that Vancouver, Victoria and Portland will form a nucleus of a new coast league for the winter of 1926-27. The Ex-King George team was the surprise of the English rugby season this winter, as they played better than any other team in the league. The team of ex-students won the Miller Cup series and then went out to walk off with the Rounsfell Cup, which represents the championship of the Vancouver-Victoria league series. There were seven senior teams in the Vancouver area, which accounts for the fact that the standard of play was not as high as in former years when the number of teams was less.

American intercollegiate football received a big boost within recent weeks, when, after a long period of argumentation, the University of British Columbia decided to allow its students to play intercollegiate games with Washington teams for a period of one year on trial. Washington Freshmen and College of Puget Sound visited Vancouver during the winter season and won by comfortable margins. Next year the schedule will be followed in which a bold attempt will be made to popularize the American game in Vancouver. Canadian rugby was played in Victoria for the first time against a Vancouver 12 and made a big hit with a large attendance.

The stage is set for the opening of the amateur baseball season here, May 1. The personnel of the Senior City League is the same as last year with the exception that Hanbury's franchise is turned over to Young Conseratives. Last season was the best patronized in the history of the game.

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## Canada Is Noted for Fine Sportsmanship

Special to The Christian Science Monitor

Montreal, Que., April 16 (Special Correspondence)—Yachting is one of the most popular of summer pastimes in Nova Scotia. Halifax and Chester are the chief centers of the sport. The Royal Nova Scotia Yacht Squadron, which last year celebrated its fiftieth anniversary and which is the successor of the old Halifax Yacht Club, founded in 1875, has a membership of 500, and its fleet consists of 22 sloops, 1 yawl, 2 cutters, and 4 schooners. The Chester Yacht Club has a fleet of about equal size, and the two hold combined regattas every year, both in Halifax Harbor and Mahone Bay for historic trophies such as the Prince of Wales Cup, donated by King Edward VII, when he visited Halifax as the Prince of Wales in 1860; the Wemona Cup, Royal Engineers' Cup, and the Coronation Cup. Several of these are now held on behalf of the Chester Yacht Club by R. K. Bartlett of Baltimore, one of the many Americans who spend their summers at Chester and take a keen interest in the sport.

There are approximately 20,000 athletes registered in the union, together with about 10,000 juniors and juveniles who are not registered, but who come under the jurisdiction of the union. In addition to this number there are many thousands of athletes registered in the bodies which are allied with the Amateur Athletic Union of Canada. Championships are conducted in all forms of sport, and particular attention is paid to the organization and administration of athletic activities for boys.

Amateur Lacrosse Association championship team. This team will be required to qualify before Labor Day. Every lacrosse trophy in Canada except the Mann Trophy is held by the Western (Ont.) senior lacrosse team. This Ontario team is prepared to contend for the Canadian championship and the Mann Trophy this coming season. The annual convention of the Ontario Lacrosse Association successfully closed its sessions in Toronto, when arrangements for the battle for the Mann Trophy, emblematic of the Canadian championship, will be discussed.

A decided effort is to be made in Montreal and district to rejuvenate the sport. Such efforts will not be confined to the clubs alone, for a delegation of business men of Montreal interested in reviving the game in Quebec Province waited upon the City Council recently, a result of the city playgrounds will include the national summer sport in their activities next summer. Added to which the city of Montreal will provide regulation goal nets and other equipment necessary for the sport.

The Canadian Amateur Lacrosse Association was reorganized at the convention in Winnipeg, when it was arranged that playoffs between the provinces of British Columbia and Manitoba should be staged, after which the winners would journey to eastern Canada, and play the senior Ontario team.

Knowing the merits of the game, enthusiasts from all parts of the Dominion met at Winnipeg last fall to formulate plans for the re-establishment of the sport. It was decided that the youth of Canada should be interested in the game, and books of rules, and instructions on how to play the game, together with methods of organization and coaching of the boys are to be supplied to every school in six of Canada's provinces. School teachers are behind the sport, for they consider it a clean game.

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Special to The Christian Science Monitor

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VICTORIA, CAPITAL OF BRITISH COLUMBIA

# Vancouver Island

## THE ISLAND OF OPPORTUNITY

**VICTORIA** the Capital of British Columbia, is a city of homes and well-loved gardens, of spacious boulevards, of trees, holly, and flowering shrubs, with many good roads winding round scalloped bays, through beautiful views of sea and snow-capped mountains. In spring, the scent of golden broom mingles with the tang of the ocean, and other flowers add a succession of charming colors to the scene. The city is encircled by golf links which are in use practically every day of the year.

Victoria is a growing center of education, the excellent public school system being reinforced by Victoria College, a branch of the University of British Columbia, and by numerous private schools, modelled on those of the Motherland. The generosity that has made, and opened freely to all, the famous Benevenuto Gardens has added a unique attraction to the island.

The Malahat Drive skirts the Saanich Peninsula farmlands, leading through Shawnigan Lake district, to Duncan, the central town of the Cowichan Valley, which with other agricultural regions, variously adapted for dairy, poultry, fruit, bulb, and sweet pea and other seed growing, gradually merge into great forests, where heavy stands of timber are still virtually untouched.

Alberni is the principal shipping port for fish and lumber on the rugged West Coast.

At Nanaimo, our second city, and coal mining center, are also preserved relics of the past—the Bastion of the

Hudson Bay Fort, and strange Indian rock carvings. Easily accessible from its beautiful harbor are the remarkable natural Galiano Galleries on Gabriola Island.

Strathcona Park, which is to be a vast sanctuary for wild life, is a wonderland of streams, lakes and mountains.

Half the size of Ireland, Vancouver Island is a panorama of beauty, a land of great natural resources and generous opportunity.



(This page is contributed by the Churches of Christ, Scientist, Victoria; Duncan Christian Science Society, and the Christian Scientists of Nanaimo, all of Vancouver Island, B. C.)



COWICHAN RIVER



MT. BAKER-Photo-Fleming



THE GOLDEN BROOM-Photo-Fleming



TALL TIMBER-VANCOUVER ISLAND



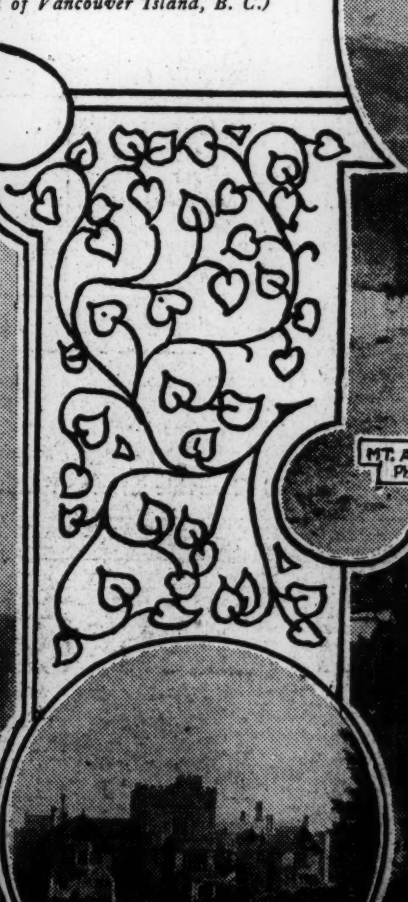
SAANICH OBSERVATORY



THE BASTION, NANAIMO



GALIANO GALLERIES, GABRIOLA ISLAND



HATLEY PARK-COWICHAN



CADBORO BAY-Photo-Knight



MT. ARROWSMITH-Photo-Fleming



COWICHAN VALLEY



ROSE BAY



MT. BAKER-Photo-Fleming